

Freewheeling

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Bicycle Institute of Victoria
Touring Group offers help and
advice to any one wishing to start a
touring or general cycling club. All
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The Bicycle Institute Touring Group
offers help to any one wishing to
form a touring club or local cycle
group. General NSW touring advice
can also be obtained from extensive
files now being catalogued. This
BINSW group also produces a
touring calendar every few months
and will advertise tours free for
most non-profit bicycle groups.

BINSW Bicycle Touring Group,
399 Pitt Street, Sydney NSW 2000.

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Brisbane Tandem Club
Contact: David Vidler 30 3998

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Hobart Tas 7000

Pedal Power Tasmania Inc.
Launceston Environment Centre
103 Wellington St, Launceston 7250

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31 Bruton Street
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Cottesloe 6011

Freewheeling 6

DECEMBER 1979

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Cover photograph by Neil Jones. City cycling: it sometimes can be enjoyable.

Photograph this page by Warren Salomon. Backroad touring. Somewhere west of Mt George, Manning river Valley NSW

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Cyclists' Action Group

I have just set up the Cyclists' Action Group with the express purpose of organising a demonstration for cyclist access to the Westgate Bridge.

The Victorian government is sitting on a report prepared by Vic Ferros, a bicycle planning consultant in Brisbane, advocating that cyclists be allowed on the bridge.

The Victorian Minister for Transport, Mr McLelland, will not oppose the Westgate Bridge Authority which does not want cyclists on the bridge, even though there is plenty of room.

Mr Ferros found that the bridge itself is not a freeway. Cyclists can only legally be prevented from using any of the lanes if they use the road designated as a freeway which leads to the bridge, but not on the bridge itself.

Sly legislation to overcome this anomaly is expected to be rushed through parliament. Action is needed to prevent this happening. Would Victorian cyclists interested in demonstrating please contact me at the address below.

Alan Parker
1A Packer St.,
Murrumbidgee, 3163.
Phone (03) 56 2194

Bicycle trip to South-East Asia and India

I am looking for fellow travellers for a trip through South-East Asia and India. The route will be through Indonesia (Bali, Java and Sumatra), Singapore, Malaysia, possibly Thailand and then India and Sri Lanka.

It is possible that two-week visas may be available for Burma by the end of the year. This may make visiting this country practical. Many Islamic countries are bad news for travellers so hard-core ones will be avoided.

Having seen India, I then propose going to Egypt and Israel. After this I think my available eight months will have expired. The bicycle will be used to tour interesting areas. In unpleasant and very wet places I will put the bike on the train/bus/ferry etc. I'll be departing Melbourne on the 8th or 15th of December by train to Alice Springs, bus to Darwin and air to Bali. Anyone who has a few months to a year to spare can contact me at the address below.

David Sharpe
5 McLaughlin Ave.,
Sandringham, 3191.
Phone (03) 598 5775

Icycle

The accompanying photographs show two of us touring in Antarctica. There is very little traffic but there are even fewer bicycle shops here than in the Outback. I have also enclosed a picture of the inaugural meeting of the Bicycle Institute of Antarctica, held in the Mawson Environment Centre. Most of the members are only would-be cyclists. They waddled to the meeting and until some entrepreneur brings the latest models to our shores, that seems likely to be their main mode of transport. However, this will not slow our campaign for cycleways and bicycle racks at all new bases,

Ray
Mawson, Antarctica

Cyclic recovery

I must congratulate you people on an excellent magazine. Far out! It's what I've always dreamed of in the past six years or so since I've been into bikes and especially touring. Just what the Ozzie pedal pusher has needed — English and American mags are fine in their own countries, but the same as everything else — MULTINATIONALS OUT.

I was delighted to read of Paul Denny (in issues 3 & 4) whom I met in Port



Photographs taken near Mawson Base, Antarctica.



Hedland in 1977. Seeing him with his bike and panniers, we immediately struck up a strong friendship, enhanced by the occasional race to work on our bikes.

At the end of 1977 I bought myself a motorbike, seduced by the capability of covering hundreds of miles a day. Fool! I was in an accident, only involving myself, when taking a short cut. My motorcycle hit a clump of spinifex and I went over the handlebars, landing on my helmeted head. As a result I had brain damage, left side paralysis for six months, kidney failure, lung abscess and eye ulcers.

At present I am an invalid pensioner, as my arm is virtually useless. Although I can still manage to ride my trusty old steed, with only a few minor changes — upturned bars, moving of gear and brake levers to more accessible position. And don't you think I enjoy it!!!

Graeme Perkins
Frankston 3199



No way!

As from September 1, 1979, all passenger rail services west of the line X--X on the map come to an end, no passengers — no cycles. Furthermore, passenger services on the line from Fremantle south to Robbs Jetty, Coogee Beach, Weston Str, Kwinana and Spearwood have never existed. It is a goods-only line.

To make matters even more ridiculous, the railway lines between A and B and between C and D have never been laid. The names mentioned above have never had stations, not even a goods platform. These lines were laid to serve South Fremantle power station, Coogee Meat and Packaging Works and abattoir, Alcoa alumina works, BHP/AIS steel works, BP refinery, CSBP phosphate works, Western mining nickel works and CBH grain terminal. They carry coal, sheep, bauxite, oil, steel, iron, nickel ore and wheat, not bikes. The residents, councils and businesses have for years been badgering the federal and state governments for a good rail link with

Perth from all the south-western corridor towns ie Rockingham, Kwinana, Cockburn, Spearwood, Coogee etc, but after more than ten years it's still not come about.

We thought (and hoped) that when the Causeway was built and Garden Island became a naval base we would get our rail link — but no way, it's been open for two years and not a sleeper laid. So, to avoid any lost journeys and tears of frustration, remember all you visitors and local cyclists, west of Perth — no rail link-up for bikes, so back on your saddles and push, and the best of luck,

Les Chapman
Rockingham 6168

PHOTO ALBUM



Bicycle handlebars make great horns. Picture by Rick Frith.

Left: Front ground level view of David Rogers' trike loaded up to capacity. Top right: Rear side view of trike. Note triple chainwheel with low gearing and mixte/unisex frame. Bottom right: Stationary trike with forward chain attached to small grist mill. David grinds flour for his daily bread.

Tricycles are a neglected variation in cycling. So few are seen that all tend to be treated as a novelty and one such must be David Rodgers' trike illustrated in *Freewheeling Four*. I inspected it after he had ridden to Berri, SA.

We discussed how to improve the steering geometry. A significant factor is the positioning of the king pin bearing axis. It should intersect just a little forward of the centre of the foot print of a stationary wheel, just as the head bearing does in ordinary forks, the bend in the forks being just enough to accomplish this with some weight on the trike. The only difference being that while a head bearing is directly in the plane of rotation, king pins are displaced to one side and angled to achieve correct intersection.

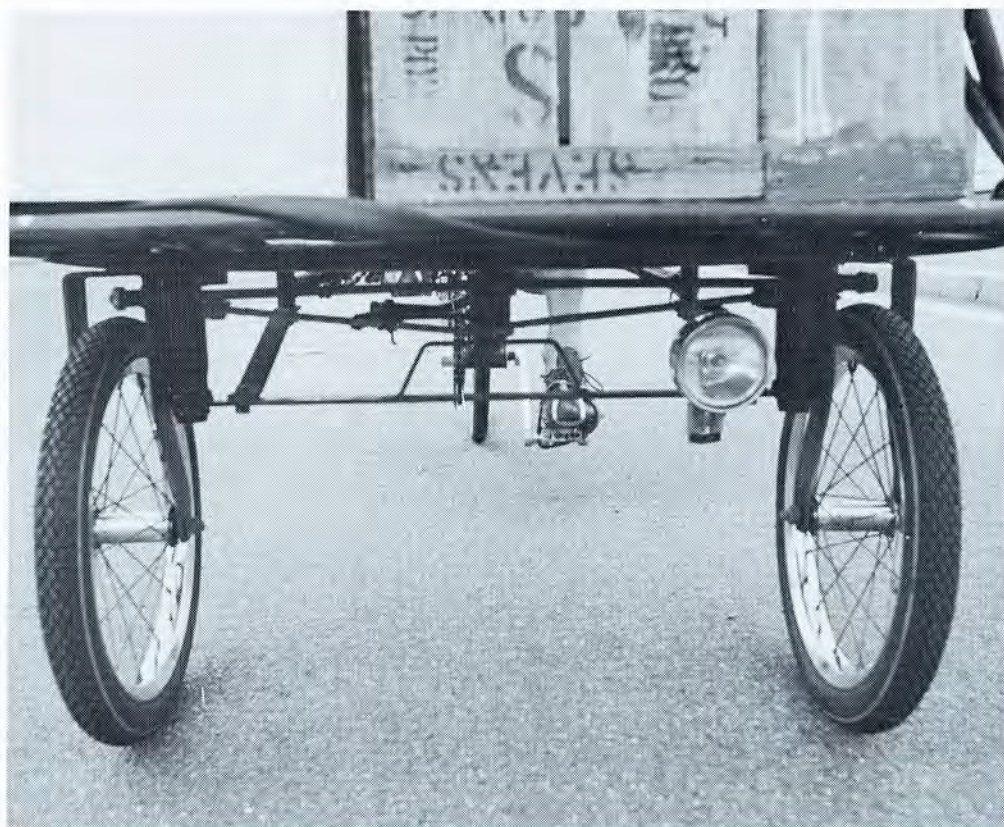
With this arrangement, the drag of the tyre on the road tends to keep the wheel pointing directly ahead and bumps do not cause the vehicle to swerve (bike, trike or car). Nor will it matter if one wheel is on the bitumen and another on

gravel, since each wheel is mounted in such a way that its reactions to these conditions are neutral. This is castor and is identical in nature to castors on supermarket trolleys or furniture. (Some of which also have an inclined axis, usually of the wheel rather than the steering bearing.)

David's trike is deficient in this respect because the king pins, though displaced to one side are not angled at all, and intersect the ground more than 12 cm. to the side of the wheel. Obviously, when he hits a bump or gravel with one wheel, the increased drag will rotate the wheel about the king pin and swerve the vehicle unless the handlebars are securely held.

Naturally such conditions increase tyre wear and more importantly, to the cyclist, absorb precious energy. If the above conditions are precisely attended to, a "no hands" condition is possible, on the straight, at least.

John Law
Christies Beach 5165



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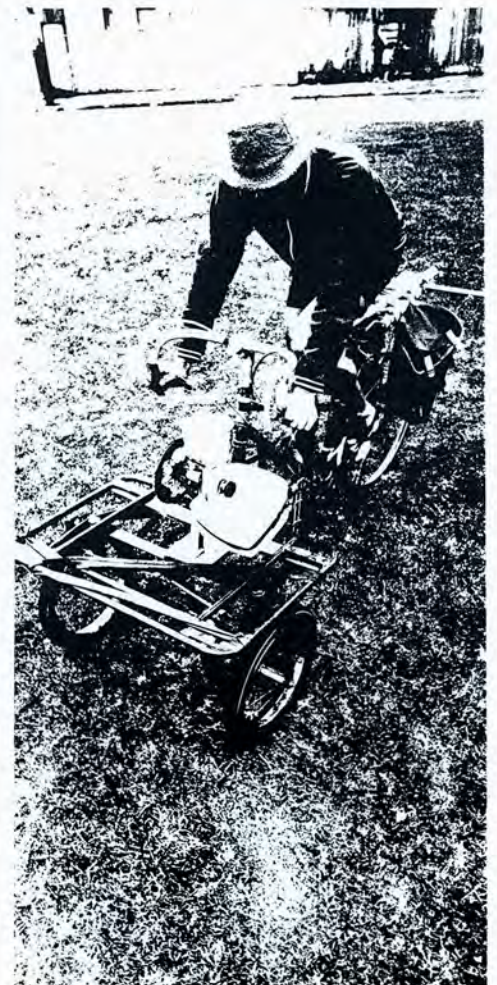
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Bundanoon Youth Hostel could be your first. The area around Bundanoon is great for cycling. There's lots to see and do — you can even hire bikes in the village.

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More information from: Youth Hostels Association,
355 Kent St, Sydney 2000 (2 doors from King St).
(02) 29 5068 or Bundanoon (048) 83 6010.



RAMBLING



Elemental Advice

What would you do if caught in a thunderstorm? The experts say get off your bicycle and head for shelter until the danger of lightning strikes has passed. Shelter means the middle of a clump of trees, inside a building (though not a small low-roofed shed), or in a depression. Stay away from tents, tall metal structures, fences, solitary trees, high ground and electrical conductors such as telephone wires, taps or large masses of metal.

And in a fire they recommend staying close to the ground. Air temperatures one metre from the ground and close to shooting flames can be less than 50°. This air is unpleasant but can be breathed for a long time with safety. In a grass fire the flames can pass in 30 seconds or less and in high-intensity bushfires they will last for three to four minutes.

Buildings and vehicles (unfortunately for cyclists) will protect their occupants from peak radiation and are unlikely to catch fire until it is safe to move around outside again. In the open the recommended procedure is: cover yourself with clothing, preferably of wool as the main cause of death is extreme heat stroke caused by heat radiation; try to move onto bare or burnt ground; do not run uphill or away from the fire unless you can reach safety; do not run through flames unless you can see clearly behind them, ie, they are no more than say 1.5 m

high and 1.5 to 3 m deep; don't get into elevated water tanks, but creeks, ponds or culverts are good protection; stay calm and do not run blindly; move across the slope out of the path of the front of the fire and work downslope toward the back of the fire. When conditions become severe, use every means to protect yourself from radiation — cover yourself with soil, logs and rocks and get into wheel ruts.

Touring Holidays

Bicycle holidays have become respectable enough for them to be promotable as a business. Several organisations offer them from Australia and at least one is offering them in Australia. Bike Tours of Australia runs tours of the New England plateau, the Hunter Valley and Ned Kelly country. The trips are on a tandem and cost from \$60 for two days to \$170 for seven days "all-inclusive". They're at 3/2 McPherson Street, Cremorne 2090, phone (02) 908 3553 if you're interested.

If you would prefer something a little further from home, there are three-week tours "at a leisurely pace" of the Hawaiian islands of Maui and Kauai for \$890 from Sydney starting in March. The operators are Trekaway, 9a Railway Avenue, Wahroonga 2076, phone (02) 48 6077.

And for something a little more exotic, Australian Himalayan Expeditions runs a four-week tour of India. The trip takes in

Bicycle rider with afternoon thunderstorm in full pursuit. Innisplain Qld.

cities, jungles, deserts and game parks. It leaves on January 1, 1980 and costs \$1718 including camping gear. The address is 3rd Floor, 18-34 O'Connell Street, Sydney 2000, phone (02) 231 6050.

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For further details, ring Eileen Naseby on (02) 655 1645 or write c/- PO Box 57 Broadway 2007.

Flying Colours

Being seen in the rain is a problem, compounded by the low visibility of oil-skin jackets and trousers because of their drab colours and their tendency to attract dirt and absorb it into the oiled cotton. A new line of polyester/cotton jackets tackles both aspects of this problem — they are available in bright yellow and they don't need oil to make them waterproof. We tested one on a recent trip in torrential rain and a very strong side and head wind. It came through with flying colours. One other advantage is that it needs no regular maintenance, whereas the oilskins need re-oiling as the oil goes.

Cameras on Tour

Bicycle touring is rough on cameras — screws loosen or tighten and shutters and lenses jam. Short of carrying the very basic plastic type of camera with very few moving parts which gives snapshot-quality pictures, the only solution is to insulate your precision equipment from vibration. Handlebar bags which are mounted on a frame out from the bars offer some protection, particularly with plenty of padding around the camera. Similar protection can be had in the top of a pannier full of clothes. Better insulation is offered by your body. Straps

are available in camera shops which hold the camera close to your chest, well-insulated and ready for action. Unfortunately, they can be a nuisance in hot weather and where frequent changes of clothing are necessary.

Bicycle Bites Reporter

A Queensland radio reporter who alleged he was assaulted by police

BICYCLING NEWS CANADA

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actually walked sideways into a bicycle, according to the police. The Australian Journalists Association was told by the police commissioner that the man fell over the protruding wheel of a bicycle which was chained to a traffic sign post.

Overseas Magazines

For information on touring in New Zealand, send for *Southern Cyclist*, Dunedin Cyclists' Coalition, 20 Gillespie Street, Dunedin. Phone 73 8227. The magazine covers tours, city riding, technical topics, rallies, gear (including how to make bits of it yourself) and a letters column. If you want info or a touring partner you could try the letters column. The magazine costs \$NZ1 and we've only seen two so far. Postage would probably be extra, so perhaps a few bob towards it would help as it's a non-profit organisation. It's a good magazine, well worth the price even if you never make it across the Tasman.

And for Canada there is *Bicycling News Canada* at \$C1.25. It comes out every second month and covers touring, racing, commuting, technical topics, and readers' letters. One of its contributors is Denis Montalbetti who was on the cover of *Freewheeling Three* and contributed two pieces on his tour of Australia. The address is J.W.G. Enterprises Ltd, 6050 Marine Drive, West Vancouver BC V7W 2S3, Phone (604) 921 9385.

European Touring Info

If you're thinking of an overseas holiday on a bicycle, two publications which may help you are *Britain on two wheels* and *Holland: holidays on two wheels*. The first is put out by the British Tourist Authority and deals with travel by bicycle, moped, scooter and motor-bike throughout England, Wales, Scotland and Northern Ireland. One chapter is devoted to five tours, giving basic information about what's to be seen on each of the trips — enough to wet your appetite at least. Other chapters cover planning your trip, taking your bicycle to Britain, hiring one there (including a list of organizations hiring bicycles) maps, types of accommodations, cycling holidays which have itineraries and leaders, and a list of sources of information. It's free, from the British Tourist Authority, 171 Clarence Street, Sydney 2000, phone (02) 29 8627. The Netherlands publication is more concerned with organized tours and covers how to get a bicycle, renting, road rules, weather, accommodation, itineraries of organized bicycle tours — no reason why you couldn't use them as a base for your own — and so on. Also free, from the Netherlands National Tourist Office, 107 West Street, Crows Nest, 2065, phone (02) 922 6922.

Michael Burlace

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lonely lands

by Jim Smith

By the age of 25, Francis Birtles had been around the world twice, fought in the Boer war, travelled 30 000 km through Africa on horseback and crossed the Karoo desert on a bicycle.

In Australia he soon felt the "gall of the home harness eating into his flesh" and found an outlet for his restlessness in riding 14 000 km across Australia on a three-speed bicycle. The 13-month journey is described in his book *Lonely Lands* (1909). Most of the route was over roads, stock routes, bullock tracks and bridle tracks which had not been used by a bicycle before.



People who have had to cram their saddlebags for a weekend's touring will be interested to know what Birtles took with him:

My kit consisted of a bronze metal tank fitted to the frame of the bicycle and capable of containing a gallon and a half (6.75 litres) of water; a light waterproof sleeping bag, lined with beaver; a Winchester repeating rifle (32 calibre) with 200 rounds of ammunition; a camera and two hundred exposures, sealed and waterproofed; films, post-card size; waterproof canvas bags for flour, tea, sugar, etc; compass; folding double billy can, one for cooking and one for tea; concentrated foods, Bovril, grapenuts, soup tablets, peasoup; sausages; chocolate; medicines; permanganate of potash; cayenne pepper, quinine, boracic acid; charts, aneroid barometer, cyclo-meter and compass; matches in waterproof cases; clothing such as wide felt hat, flannel singlet, woollen guernsey, woollen racing knickers, woollen cycling hose, and long topped boots to stay the legs and help keep sand or water out.

The approximate weight of my outfit was 85 lbs, (40 kg) of which my machine accounted for 25 lbs (11 kg).

It is a pity that grapenuts, "the most concentrated and easily assimilated food ever prepared for human consumption" are no longer available for cycle tourists. Birtles ate 50 boxes of this mysterious food on the journey and was still enthusiastic about it on his return. For the rest of his tucker he had to rely on his hunting and fishing skills and the hospitality of bush workers and station owners. The teamsters, mailmen, camel drivers, swaggies and other wanderers he shared meals with are described entertainingly in the book. Food was a constant problem. He was often reduced to the expedient of taking his belt in a notch which he found "an economical way of having a meal". On occasions he had to hang his bike from a tree and stagger to the nearest homestead for food or to recover from various illnesses, including malaria and barcoo sickness.

Birtles was a modest fellow and only recounted some of his adventures to dispel the notion that his trip had been

dull. There are tales of encounters with flooded rivers, bushfires and wild natives. He once had to outrace a bushfire which burnt all his hair and the tyres of his bicycle. He had to put on another turn of speed to outdistance spear-throwing Aborigines. He believed that Aborigines had a superstitious fear of madmen. When unexpected confrontations occurred, he would carry on in a demented fashion and hope for the best. In one such situation:

I began to act up to my reputation of "mad fellah". I talked to myself, I laughed and I sang. I struck various dramatic attitudes whilst I recited a verse of The Boy Stood on the Burning Deck (I remembered the deadly effect of that piece in my Sunday school days), and, after showing them my agility in a few steps of the Highland Fling, I wound up with the traditional "Hooch" with which Scotchmen generally bring this fascinating dance to a close, and once again the niggers took to the bush. My impersonation of the "mad fellah" had been a decided success and I was left master of the situation.

Birtles was what is known today as a racist. His attitudes in those days were those of the average white Australian. He believed that the "lonely lands" of northern Australia should be developed using the slave labour of the "Asiatic hordes" whom he felt would be quite happy to accept the white man as master. Another of his obsessions was snakes. He went out of his way to kill as many as possible and even beat to death a huge, though harmless, python which he photographed draped over his bicycle.

In those days the press took more interest in cycling activities and Birtles' trip received much publicity. The Commonwealth of Australia was only young and Birtles' trip was said to have been a good example of British "pluck" and "grit"

Birtles book is written in a carefree jaunty style, but he didn't care to repeat his trip. His later epic journeys across Australia were made in the early models of a new invention. Joining in the enthusiasm which swept the land for the horseless carriage, Birtles could not have seen that it would dominate the roads for less than a hundred years.

Going bush?



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Toe Clips and Safety

By Paul Dimmick*

Some controversy exists over the safety or otherwise of toe clips. The main issues are: Is it better to stay with the bike in an accident or quickly leave the scene in an undignified manner? Do clips cause accidents by restricting rapid movement or do they prevent them by preventing the cyclist's feet slipping off the pedals? Do toe clips keep you strapped to the cycle in an accident or do they quickly release? Do they hinder the quick footing of a stationary cycle after an emergency stop?

Starting with the first point: the bike frame is inherently more rigid than the human body and can therefore act as a brace in a fall protecting the rider's bone structure from acute bending and shearing forces (fig 1). The bike can also act as a shield if sliding along the ground toward a pole, embankment or other obstruction (fig 2).

On the other hand most bikes possess many potentially dangerous protrusions

such as brake levers, gear sticks, head stems and mirror struts. From the information I can gather, these cause negligible damage in major accidents but in minor falls such as caused by ditches or loose surfaces slight bumps and abrasions are not infrequent. Groin and abdominal injuries are less frequent but more painful, especially for males (fig 3).

Then there is the threat of being crushed under a vehicle when the cyclist is struck rather than striking something. Clearly an independent rider is going to leave the impact area quicker and travel further than a cycle/rider combination which will not roll out of the way but will tip over in one spot (fig 4 & 5).

Point two: Clips do definitely stop feet slipping from the pedals and also allow greater acceleration which may be useful in close calls. On wet days problems with wet soles are reduced.

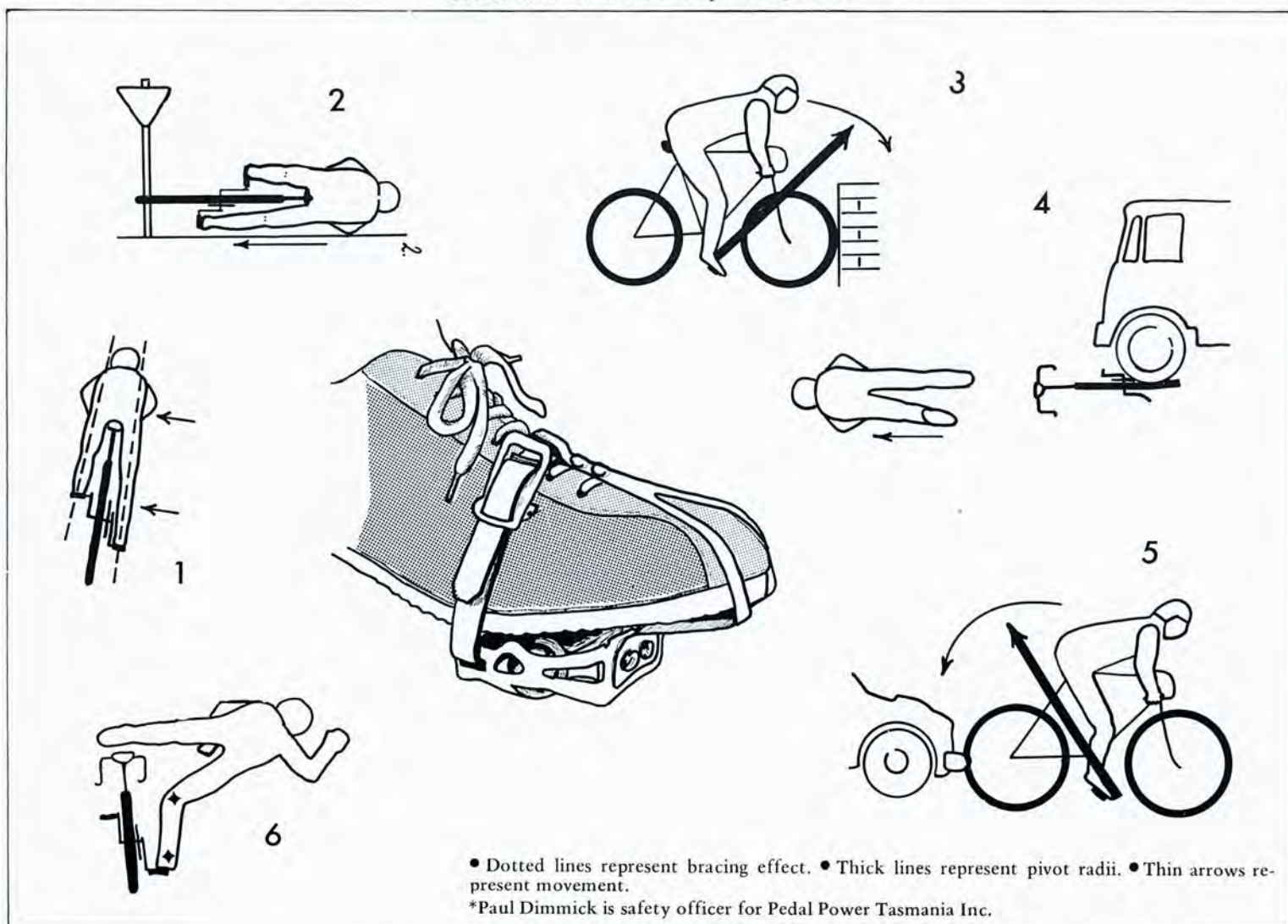
On the third point I have not been able to come up with any real facts against clips but the general consensus seems to be that if the straps are tightened

to normal tension the rider is readily released in any violent deceleration. However if the straps are very tight, as some cyclists wear them, and only one foot comes free, acute twisting will occur at the knee and ankle of the trapped leg (fig 6). Some falls are caused by clips in an emergency stop, however, these appear to be minor and infrequent.

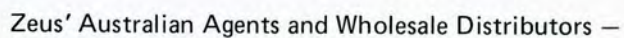
Of course many relevant points have not been mentioned here. It seems to boil down to a matter of luck as to what kind of accident occurs when you are or are not wearing clips. I have had most types of accidents except being hit from the side. I have had four bikes wrecked by ignorant drivers but have never been injured because I have jumped or been thrown clear. I do not wear toe clips.

For cyclists wanting the increased efficiency of clips but who feel they may be trapped by the straps, half clips without straps may be the answer.

Think about it — and make your own decision.



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CONFRONTING THE CAR

Photograph from poster used to publicise the Cyclists' Day of Anger, Sydney 6 Sept. 1979.



Bicycle riders in Sydney took to the streets recently to express their anger at being driven into the gutters by motorists. As it turned out most of the anger came from behind the wheel not from on top of it. NEIL JONES reports on the David and Goliath battle taking place on city streets.

Thursday morning, September 6, this year, saw 200 cyclists express their anger in a ride into the business heart of Sydney. Organisers of the ride considered that for too long cyclists had been enduring atrocious road conditions without vocal representation. The dangers of cycling for the commuter are well recognised, yet to this band of cyclists the actions taken by government bodies have been next to useless and token in nature.

Central to the protest was the compulsory nature of motorized transport. Few individuals are prepared to risk their lives on roads where the car is king. Lack of wide-ranging public transport forces would-be cyclists into cars... the vicious transport circle persists. "I'd ride a bike if there weren't so many cars," says the forlorn motorist waiting at the red light.

The car lobby groups came in for a buffeting in the Day of Anger. From Victoria Park, near Sydney University, the riders "took" Broadway and George Street before reaching the head office of the National Roads and Motorists' Association. A symbolic meeting of the No Roads and Motorists' Association pointed up the quagmire in which motorists and their lobbyists have found themselves. The Shell representative ran out of petrol on his way to the meeting. Mr Caltex was caught in a traffic jam and the man from the Department of Main Roads had jumped off the uncompleted end of the Western Distributor. Cyclists were of course, the only remaining delegates, but such futuristic fantasies were short relief for these committed riders.

Moves are afoot to spend \$50 million to extend the northern tollway further south into Berowra to relieve traffic congestion in Hornsby, a northern suburb of Sydney. Yet cyclists have to wait when less than \$30 million would provide some 750 km of cycleways throughout Sydney.* Riders were demanding that the influence of big car lobbies — the motoring associations, car manufacturers and oil companies — be rejected in favour of more humane and efficient modes of mass transport.

The ride of course saw a good many gas masks on cyclists. They are no longer just a gimmick for cycle protests. Many commuting cyclists are compelled to wear them despite the discomfort from a real, practical need. Sydney's air is increasingly polluted by car exhaust according to latest state government statistics. The only two cities which have a higher photochemical smog level are enjoying a decline in those levels. Sydney cyclists may soon have the dubious honour of hyperventilating in the foulest air in the world. Tokyo and Los Angeles will become preferable alternatives. Meanwhile because of local petrol shortages, Malcolm Fraser calls for an increase in the lead content of petrol.

The fouling of the city air is in conjunction with the domination of space on the ground. All of 40 per cent of Sydney's ground is taken up by roads and car parks. Movement without being exposed to heavy traffic noise and significant danger to personal health is increasingly difficult in most capital cities of Australia. Car transport is at the hub of this restriction of free movement. Most people would not deny each household the opportunity to use a motor vehicle safely for recreation and long distance travel. However, this freedom of movement itself is hindered by the overuse of cars and trucks for every transport need. Heavy road transport deserves special attention. While a rail link exists between all the major cities in Australia it would appear ludicrous that large road vehicles would be used to carry goods between these centres. Yet this is the case to such an extent that big transport firms have taken over the bulk of this interstate traffic while the owner-drivers disappear from the scene.

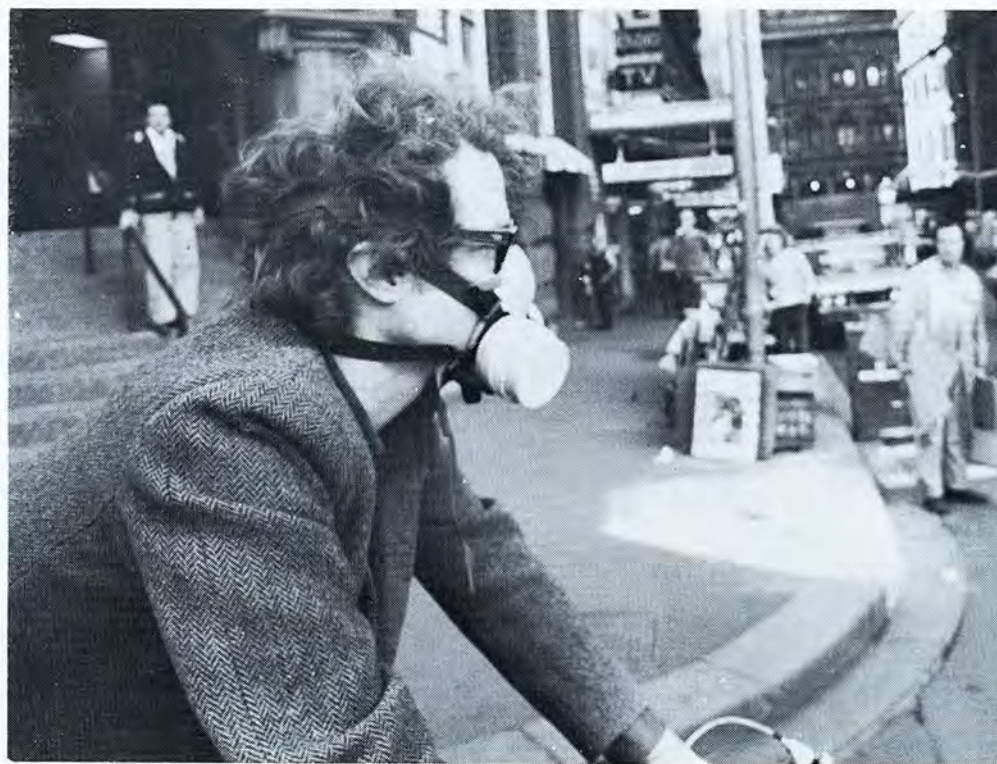
Much has been written of the cost savings of the popular use of the bicycle yet governments, local, state and federal resist its full-scale encouragement. Capital-intensive construction such as freeway projects can be stopped and such funds diverted to job-generating schemes such as council road closures to through traffic, conversion of car parks in the central business districts to people parks, railway development, etc.

Road closures in enlightened municipalities have demonstrated a dramatic return of streets to the domain of children. The old practice of street cricket and football matches which died all over Sydney under the thundering wheels of cars has crept back. Cars belonging to locals and visitors are now the only interruptions.

What cyclists have to demonstrate on these particular issues goes deeper than cycleways, bike parking facilities and road space. The pell-mell development of and resulting domination by the car over every form of transport has denied large sub-groups in our society a means of safe, quick transport. In these pages the use of trikes for old and/or invalid persons has been encouraged. But, to be realistic, no-one could imagine a disabled person on a slow-moving tricycle getting a fair go from motorised road users. Most bicycle deaths are the deaths of children.

The fight to save the lives, limbs and sanity of people in our cities can begin with the cyclists' struggle. Rebuild the public transport sector. Reject the influence of big capital. Demand our rights as cyclists, and the rights of the community to life-supporting transportation.

*Figures according to Tom Uren July 6, 1979 in Letters to the Editor, *The Sydney Morning Herald*.



Above: Gas masks are becoming a common sight in Sydney which has pollution levels among the world's highest. Below: The bulk of the riders move quietly into Railway Square giving Sydney riders an experience of sane, cheerful and non-polluting bicycle traffic.



the good gear for the touring cyclist from your bike shop



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America's premier bicycle helmet: over one million in use. Tough lexan shell with ventilation scoops. Additional sizing pads also available. Complete range of sizes.



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Touring Tights

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Hantrade Rear Panniers

420 dennier nylon. Capacity 40l/paid. Colour: Gold. Clip fastening to rack for easy removal.



VAR Tool Kit

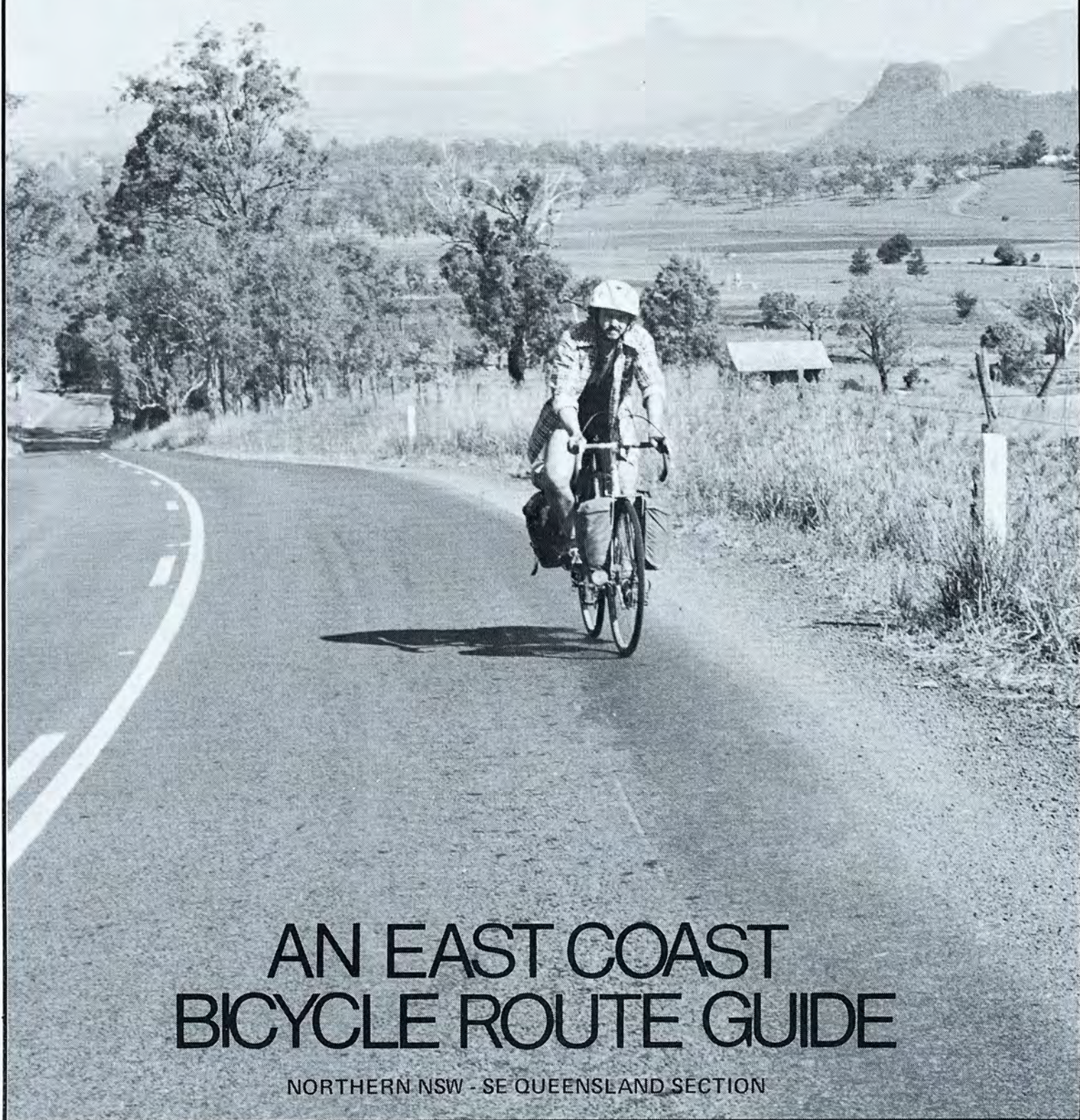
Top quality French tools. Kit covers basic on the road repairs.



Randonneur Handle Bars

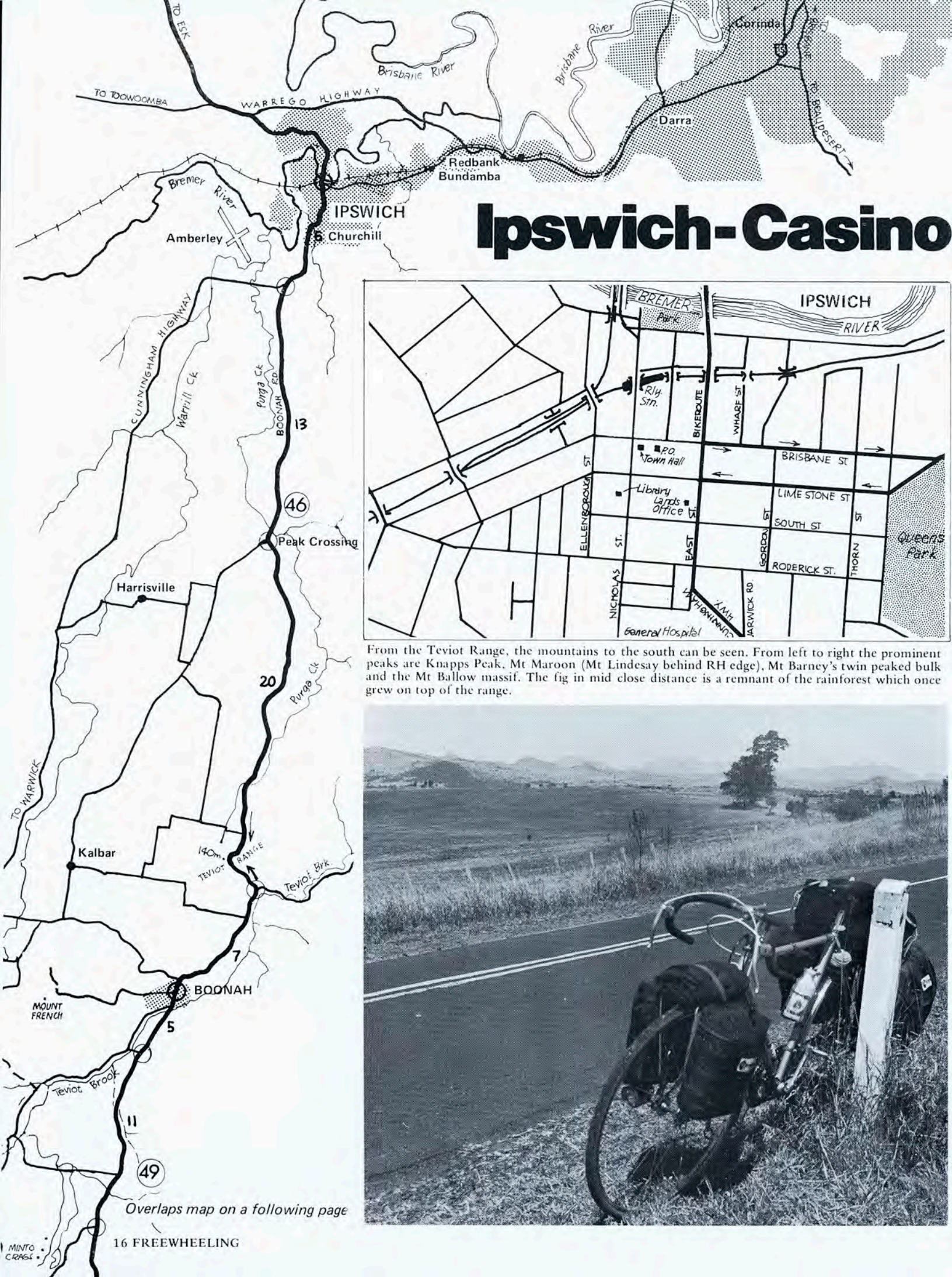
Popular touring design. Up-swept shape gives comfort particularly when used with a padded handle bar tape such as the Andrew Hague type.

BIG RIVERS AND BORDER RANGES

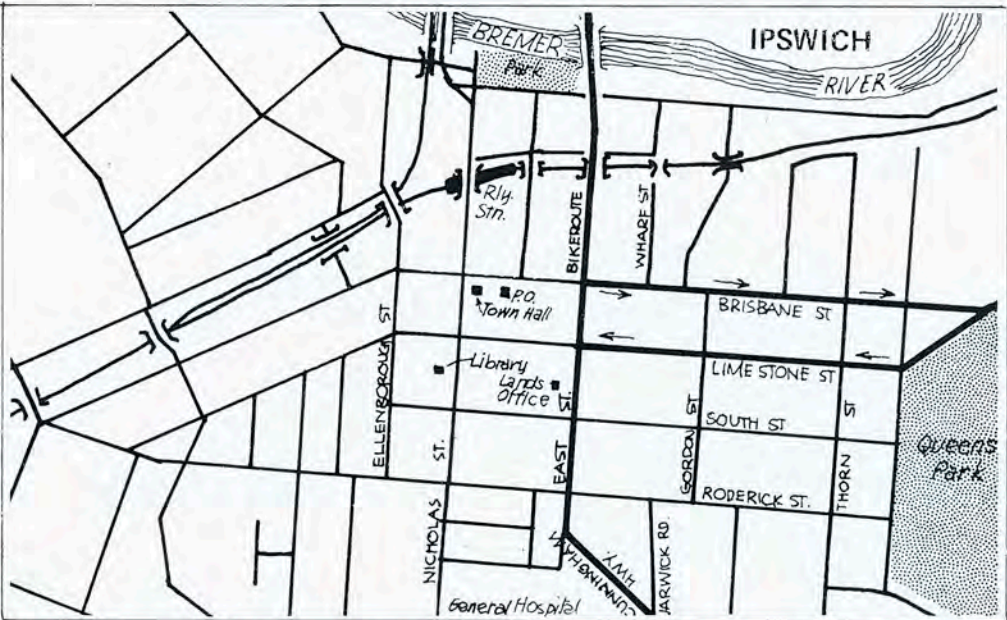


AN EAST COAST BICYCLE ROUTE GUIDE

NORTHERN NSW - SE QUEENSLAND SECTION



Ipswich-Casino



From the Teviot Range, the mountains to the south can be seen. From left to right the prominent peaks are Knapps Peak, Mt Maroon (Mt Lindesay behind RH edge), Mt Barney's twin peaked bulk and the Mt Ballow massif. The fig in mid close distance is a remnant of the rainforest which once grew on top of the range.



Overlaps map on a following page

This guide has a natural southwards bias.

Just north of the Queensland/NSW border, interest is, as always, centred on Brisbane. In the early days of European settlement its economy began as a penal settlement. Labour was cheap but unwilling. (In the late 1970s some people in Brisbane and many more south of the border thought that the political atmosphere still resembled a jail.) Still, things went well and when the new colony of Queensland was declared in 1859, Brisbane was to be its seat of government.

The problem for Brisbane was that it was situated too far to the south of a very large state to dominate its economy. Even so, the influence of Brisbane extended south over the border. These days a Brisbane-based economy exists in the far north of NSW. The Queensland electricity grid even supplies towns south of the border. "So what?" you may say. So what indeed.

The East Coast Bicycle Route bypasses the geographical centre of Brisbane, just as it bypasses Sydney and Melbourne. Direct access to the Brisbane suburban rail network is through Ipswich, which happens to be the western terminus. (Access info for the bicycle route from the southern terminus, Beenleigh, is given at the end of this section.) Ipswich when it was quite separate from Brisbane was a coal mining and industrial town. Power is still generated there. Many fine examples of early colonial houses are to be found here. Progress in its crass 20th century form has not yet mauled all of this place.

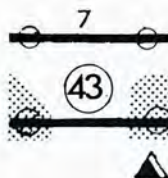
The bicycle route out of Ipswich is also the Cunningham Highway, the main inland route to Sydney. Care is necessary until the Boonah turnoff, 5 km from town. From here it is a pleasant (mostly flat, becoming undulating) ride. There is a general store at Peak Crossing, roughly half way on to Boonah. The countryside changes from outer suburbia to Ranges and eventually agricultural land near Boonah. The Teviot range, a rather low watershed (Warril creek-Brisbane river/ Teviot brook-Logan river systems) is crossed north of Boonah. From this high point the mountains to the south and south-west are all visible.

These days in south-east Queensland, much is talked of the Scenic Rim, a term which loosely describes the circle of mountains forming the south-western rim of the Moreton basin. The mountains are the Main range running north-south and carrying the Great Divide and the Macpherson range running west from the coast at Point Danger. These mountains all have quite a spectacular appearance and are known to many bushwalkers.

The small town of Boonah is a good provisioning stop. It doesn't seem to have a camping area. There is a motel and at least three hotels offering accommodation. South of Boonah, the bicycle route

Key to maps

Distances shown between centres thus:



Distances between larger centres

Camping

Bike Route (sealed)

Bike Route (unsealed)

Other roads

Railways

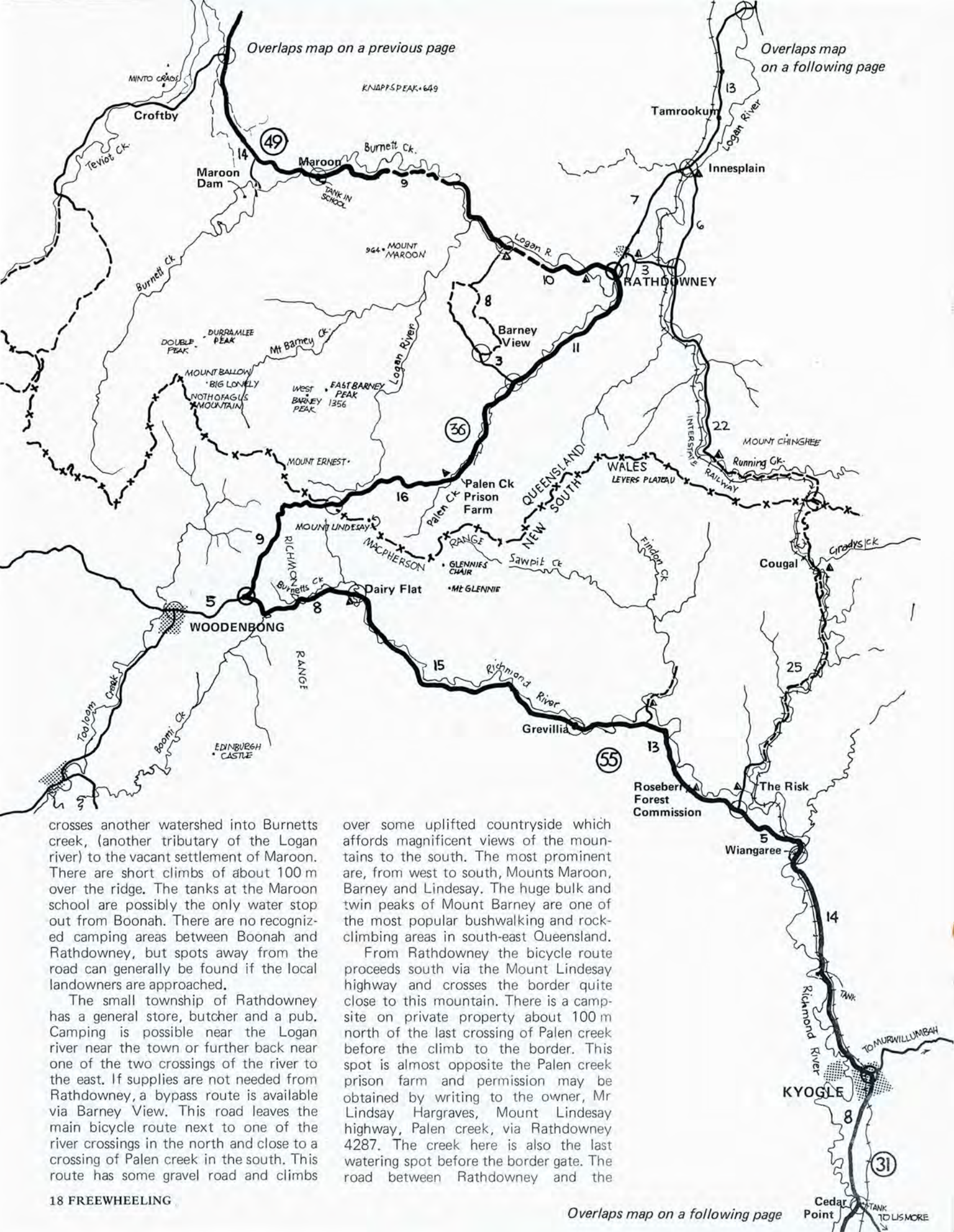
Built-up areas

The main maps in this guide are drawn to a scale of 1:250000 ie 1 centimetre = 2.5 kilometres



Two prominent mountains adjacent to the bicycle route. Above: Mt Lindesay viewed from the border gate. Below: Mt Maroon with gravel section of bicycle route below it.





Overlaps map on a previous page

Overlaps map on a following page

crosses another watershed into Burnetts creek, (another tributary of the Logan river) to the vacant settlement of Maroon. There are short climbs of about 100 m over the ridge. The tanks at the Maroon school are possibly the only water stop out from Boonah. There are no recognized camping areas between Boonah and Rathdowney, but spots away from the road can generally be found if the local landowners are approached.

The small township of Rathdowney has a general store, butcher and a pub. Camping is possible near the Logan river near the town or further back near one of the two crossings of the river to the east. If supplies are not needed from Rathdowney, a bypass route is available via Barney View. This road leaves the main bicycle route next to one of the river crossings in the north and close to a crossing of Palen creek in the south. This route has some gravel road and climbs

over some uplifted countryside which affords magnificent views of the mountains to the south. The most prominent are, from west to south, Mounts Maroon, Barney and Lindsay. The huge bulk and twin peaks of Mount Barney are one of the most popular bushwalking and rock-climbing areas in south-east Queensland.

From Rathdowney the bicycle route proceeds south via the Mount Lindsay highway and crosses the border quite close to this mountain. There is a campsite on private property about 100 m north of the last crossing of Palen creek before the climb to the border. This spot is almost opposite the Palen creek prison farm and permission may be obtained by writing to the owner, Mr Lindsay Hargraves, Mount Lindsay highway, Palen creek, via Rathdowney 4287. The creek here is also the last watering spot before the border gate. The road between Rathdowney and the

border is in parts narrow bitumen with poor shoulders. Care should be taken here as the occasional transport can be encountered. Traffic is generally light to moderate along this section.

At the border there is a NSW Department of Agriculture tick gate. If asked, the gate keepers will usually permit cyclists to fill their water bottles. A small park which adjoins the gate settlement is a good spot for emergency camping or pleasant lunch stops. The view of Mount Lindesay from this point is breathtaking, to say the least.

Heading south to the junction of the bicycle route to Kyogle with the road on to Woodenbong is a wonderful, wide sealed surface with more climbing. This road passes through patches of rain-forest and magnificent stands of forest eucalypts. There are at least two bell-bird colonies close to the road. The junction mentioned is about 120 metres higher than the border gate and this marks the high point of the bicycle route between Ipswich and Coffs Harbour. From here it is all downhill into the valley of the Richmond river.

For travellers going northward, the climb to this road junction atop the Richmond range begins after a crossing of Burnetts creek at Dairy Flat and goes in three steep steps with two landings or easy sections in between. There is a cool-off point beside a water hole after the first steep pinch on the way up. This spot is shortly before the Kyogle 50 km post (the post is on the opposite side of the road to you and facing south) and close to a bend and dip in the road. There is a short rough track off to the north. The pool can be seen from the road and as such is of limited value as a camping spot. Good camping spots in this valley are detailed later on.

The bicycle route from Dairy Flat then follows the Richmond river south to Casino. There is a store open daily at Grevillia which carries basic supplies. At Wiangaree there is a better-stocked store which is open only on weekdays.

Between the Forestry Commission rest area at Roseberry and Wiangaree there is a turnoff to the north with a signpost *To the Lions road*. This route should be considered an alternative to the main bicycle route. It is mostly gravel with at least one whopping good climb and some magnificent countryside to be experienced. A description of this road is given in an article by this author: *The Border Ranges from a Bicycle in Free-wheeling Two*.

Road conditions will generally improve travelling south toward Kyogle. A few transports are to be expected as this route is the next inland alternative to the Pacific highway. As the economy of this area is linked to Brisbane, more traffic will possibly be found north of Casino than south of it.

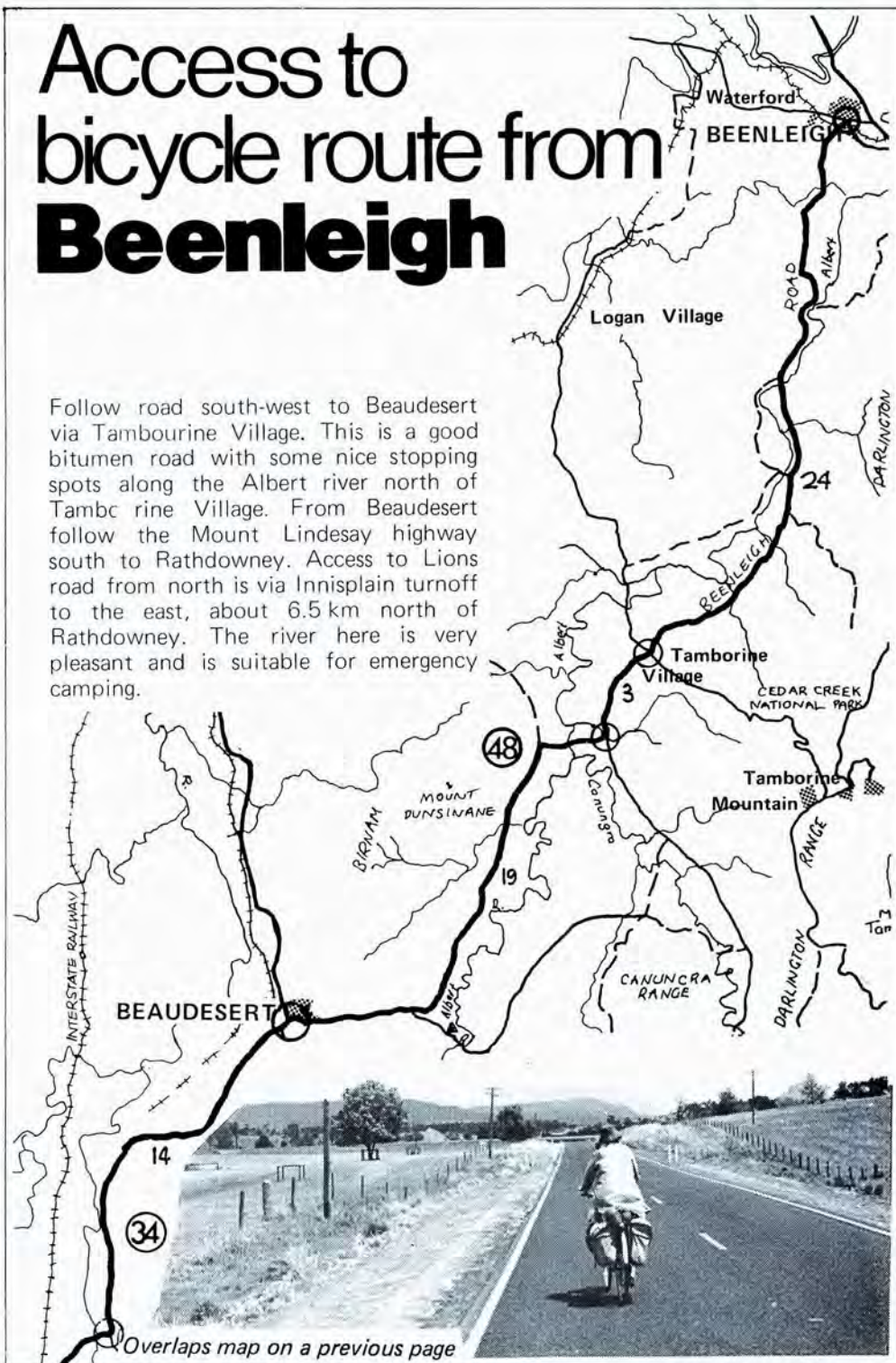
South from Wiangaree the valley begins to widen and the travelling along mostly alluvial flats is very easy. Be careful of the summer heat along these sections. Head winds are more likely going south as the prevailing winds are from the south-east. There is a Lions club rest area with a good tank about six kilometres north of Kyogle. Access to the river for midsummer dips can be had from this point. A road deviation has made this spot even more appealing. Kyogle is an attractive town with most facilities a travelling cyclist would want. There is a good shire-owned camping/caravan park on the north side of town

with alternative camping at the showgrounds in the holidays. About eight kilometres south of Kyogle there is a small rest area between the road and railway next to the Lismore/Bentley turnoff. The tank water here tastes wonderful. Be careful in this area as it's magpie country. Between Kyogle and Casino the road is mostly flat with a good wide surface. The 31 km between the towns can be travelled easily if winds are favourable.

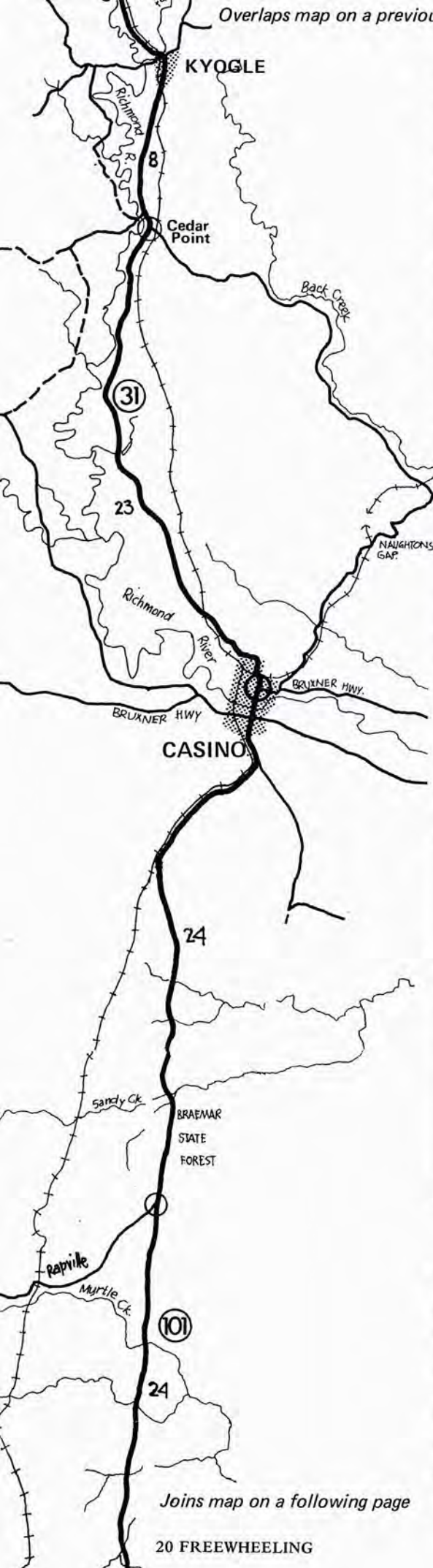
Casino is a large town on the Richmond river at about the geographical centre of the river basin. There are at least two good bicycle shops and all kinds of supplies are available.

Access to bicycle route from Beenleigh

Follow road south-west to Beaudesert via Tambourine Village. This is a good bitumen road with some nice stopping spots along the Albert river north of Tambourine Village. From Beaudesert follow the Mount Lindesay highway south to Rathdowney. Access to Lions road from north is via Innisplain turnoff to the east, about 6.5 km north of Rathdowney. The river here is very pleasant and is suitable for emergency camping.



Heading south near Tamrookum Q. Border Ranges ahead.



Joins map on a following page

IPSWICH TO CASINO INFORMATION

Supplies: IPSWICH, BOONAH, BEAU-DESERT, BEENLEIGH, KYOGLE and CASINO have larger stores and all kinds of supplies. Food supplies can also be obtained from shops in PEAK CROSSING, RATHDOWNEY, GREVILLIA and WIANGAREE.

Cafes: IPSWICH, BOONAH, BEAU-DESERT, BEENLEIGH, KYOGLE and CASINO all have eating houses.

Bicycle parts and supplies: IPSWICH, some good shops; CASINO, two shops. There are sports stores with limited parts in BEENLEIGH, BEAUDESERT, BOONAH and KYOGLE.

Local information: There are tourist information centres in most of the large towns mentioned under supplies.

Camping: Parks and camping/caravan grounds in IPSWICH, BEENLEIGH, BEAUDESERT, KYOGLE and CASINO. There are good camping spots available in the upper Richmond valley. These are: DAIRY FLAT — camping reserve, undeveloped and overgrown south of the road just west of the bridge over Burnetts creek; FINDON CREEK — turnoff about six kilometres east of Grevillia. Campsite

on reserve near creek about one kilometre to the north of the bicycle route. Signpost reads *Findon creek*. ROSEBERRY FORESTRY COMMISSION area — this is an area surrounding the commission's nursery which has been developed as a picnic spot. Water and toilet facilities available. There are a couple of sites down towards the river (creek) which are out of sight of the road. Recommended. There are also good camping areas near RATHDOWNEY on the Logan river. Others you've found

Rail access: Brisbane suburban service to Beenleigh or Ipswich. Interstate service daily to Kyogle and Casino from Brisbane or Sydney.

Maps: Complete 1:250 000 coverage is available, including the beautiful metric Warwick sheet (1969) and the older, less reliable sheets of Ipswich (1968) and Tweed Heads (1967) a good coverage of 1:100 000 and 1:50 000 is also available. The NSW Forestry Commission Casino project map, 1:125 000 (1975) is also useful.

Casino to Coffs H.



Many years ago, British colonists came to Australia to found an economy. At first this economy was one of many outposts or branch offices in a huge global undertaking. Eventually this economy became prosperous and began to set up its own branches. Control of these branches was carried out by government and commercial interests in Head Office.

Practically speaking, the port of Sydney and the centralized rail system did much to allow Sydney to dominate the early colonial scene. Up the far north coast of NSW, Sydney is a remote force.

The railway was too slow in coming for a prosperous economy to wait. At first huge shiploads of valuable cedar were shipped out in coastal vessels to be taken to Sydney, Brisbane and elsewhere.

Squatters and merchants became the first colonial entrepreneurs, dealing in timber, wool and precious metals. Next came the farmers and the herders, the dairy farmers and their butter factories to churn for the growing industrial populations in far away Europe. In the meantime, the big scrub was cut down — today there are only scant remains. This

magnificent lowland rainforest was cut down and burned to reveal the rich volcanic soils which hadn't seen direct sun for centuries.

Times and economies change. Most of the butter factories began to close down and the once-powerful dairy industry went into a decline. Holdings again became large, fewer people were needed. It's been happening that way around the northern rivers district for some time now.

About 100 km south of Casino lies the large town of Grafton. The road between the two centres crosses the watershed of the Richmond and Clarence rivers. The Richmond range at this point is low and only a few short steep sections are to be encountered. The road itself has a good bitumen surface and for most of the way is flat or gradually sloping. The countryside is mostly open forests of potential electric power poles. There is a Forestry Commission rest area at Braemar State Forest 22 km north of Whiporie. Here there are picnic facilities and water. Camping is not advised as there is no refuge from the sight of the marauding cars. However there are only a few good stopping places along the way and very little water available.

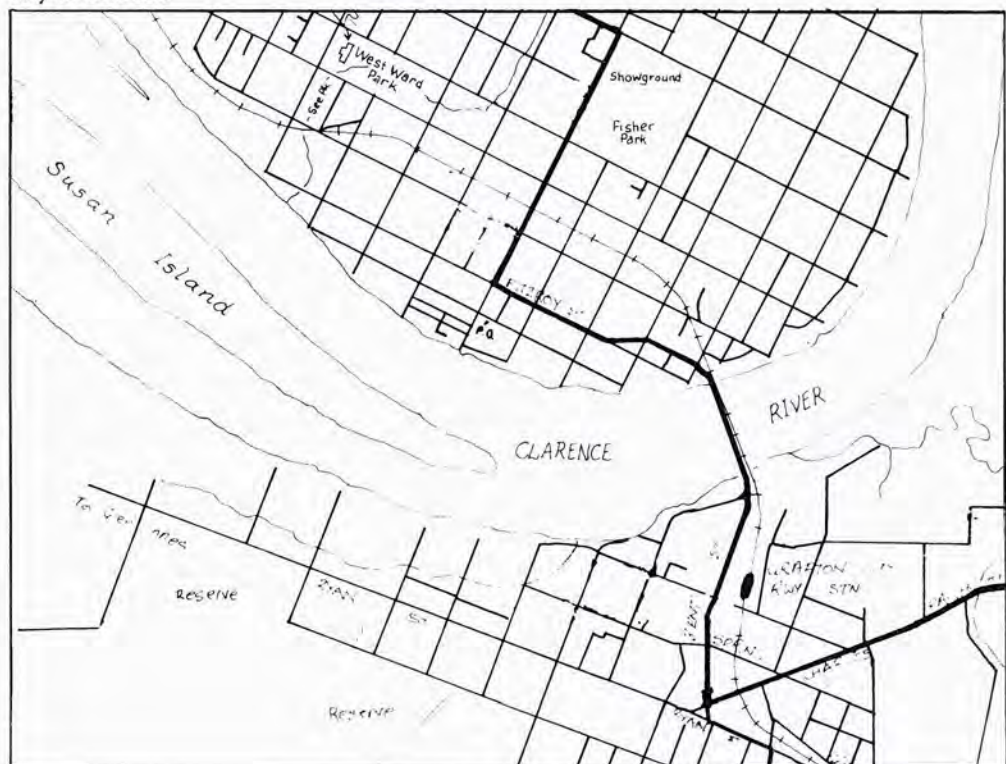
The only settlement in between is Whiporie which has a small store open most days. The owners, if asked, may permit camping in the picnic grounds adjacent. Water and emergency camping are available under the road bridge over Sportsman's creek, 30 km north of Grafton and 24 km south of Whiporie. This is also an excellent swimming spot. There is the possibility of a campsite on Sportsman's creek near the rail bridge. Access to this is from Dilkoon station



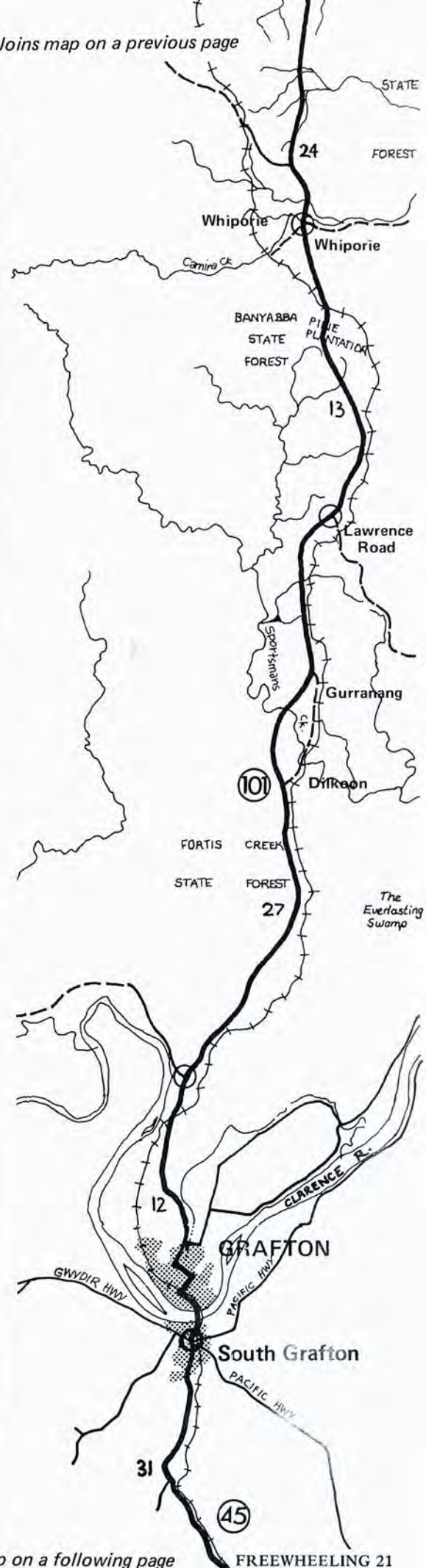
or Gurrang station. These are hardly stations and the connecting road is used only by rail maintenance vehicles.

In Grafton there are at least four camping grounds/caravan parks, including the showgrounds close to the commercial centre. October is the time to be travelling this section of the bicycle route as the jacarandas are in bloom in the streets of this large river town. There are also impressive plantings of jacarandas in Casino and Kyogle.

Above: Some of the fine forrest sections of the Casino-Grafton road. Below: Street map of the city of Grafton.



Joins map on a previous page



Joins map on a following page

FREEWHEELING 21

Joins map on a previous page



The Orara River at Haywards Crossing. Good swimming hole downstream.

Here in Grafton you are told you are in big river country and the milk is even so labelled. The Clarence is certainly big and impressive. Until the arrival of the railway from Sydney in 1924, Grafton was a port for coastal shipping, with steamers berthing at the pier near the end of Prince street.

The unusual double-decked bridge built across the Clarence in 1932 to carry road and rail traffic has a hinged span which was raised for shipping to pass through. Today it is seldom, if ever opened. Before the bridge, rail and road traffic were floated from side to side on ferries. Grafton is a very interesting town and there are many good examples of early colonial architecture here.

South from Grafton the bicycle route travels over low ridges to eventually cross the Orara river at Haywards crossing. Here there is good bush camping downstream on the eastern bank, 500 m or so from the road. Swimming is excellent nearby but access to the river is very difficult because of the steepness of the bank. The bitumen road south to Coffs Harbour follows the Orara river for most of the way. The small town of Glenreagh has a couple of stores and camping is possible by the river near the sports grounds. There are also shops at Coramba 24 km further south. Between Coramba and Coffs there is usually an increase in the traffic and the climb over the coastal range is steeper from the eastern side.

Coffs Harbour is where the East Coast Bicycle Route reaches the Pacific ocean proper. You can camp all year round with holidaymakers in the huge shire-run campground near the main surfing beach. Coffs Harbour provides well for the tourist, holidaymaker and banana lover. Perhaps it's a bit crass and glossy for someone who has just pedalled into town from parts north or south, but most cyclists' needs can be met in this town. Holidays can mean huge influxes of people and the associated cars. There are rail connections daily from Brisbane, Sydney and Murwillumbah.

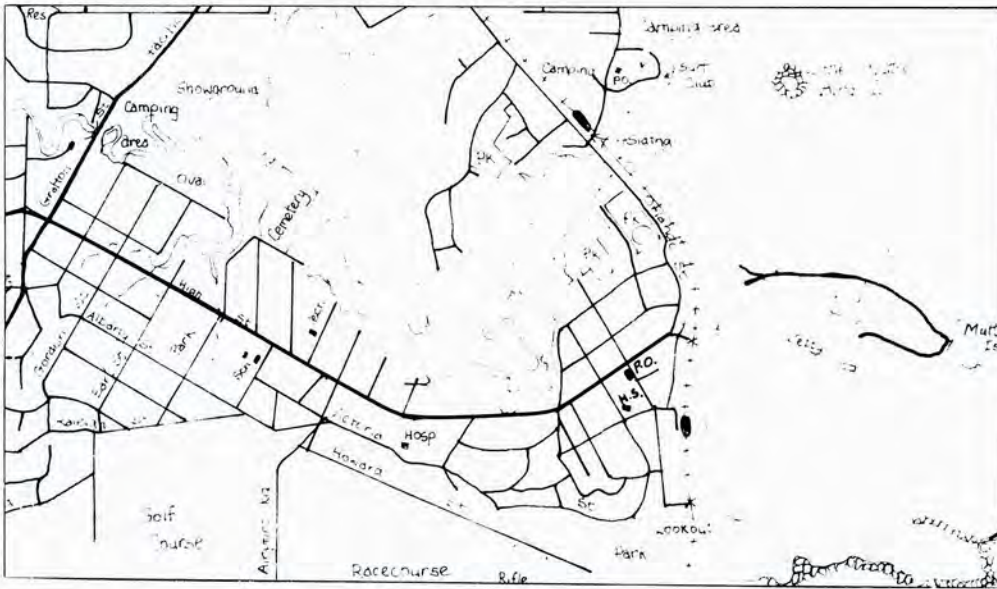
CASINO — COFFS HARBOUR INFORMATION:

Supplies: CASINO, GRAFTON and COFFS HARBOUR all have larger stores and all kinds of supplies. Basic food supplies can also be obtained at WHIPORIE, GLENREAGH, and CORAMBA.

Cafes: CASINO, GRAFTON and COFFS HARBOUR have eating houses.

Bicycle parts and supplies: CASINO, two shops; GRAFTON, two shops; COFFS HARBOUR, one shop.

Camping: Parks and caravan/campgrounds in CASINO, GRAFTON and COFFS HARBOUR. There are also good



Above: The small town of Coramba north west of Coffs Harbour. Below: On the other side of the coastal range an exciting view of the pacific ocean and the town of Coffs Harbour.



camping spots at WHIPORIE, SPORTSMANS CREEK, HAYARDS CROSSING on the Orara river and GLENREAGH. Emergency camping is possible at the Braemar State Forest picnic area. Other spots anywhere you can find a sympathetic landowner. Others you've found:

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Rail access: Daily booked service, *Gold Coast Motorail* stops at Casino, Grafton

and Coffs Harbour to Murwillumbah and Sydney. Daily booked service *Brisbane Limited Express* from Brisbane to Casino and Grafton. Unbooked overnight mail train (Sunday to Friday) and booked daylight train (Monday to Saturday) between Grafton, Coffs Harbour and Sydney with many intermediate stops.

Maps: Complete 1:250 000 scale coverage is available. The new metric Joint Operations Graphics are good to look at and are more up to date but are often inaccurate with regard to road information. 1:250 000 maps; Warwick, Tweed Heads,

Grafton, Dorrigo, Coffs Harbour. A good 1:100 000 coverage is also available. Maps in this series are Lismore, Coaldale, Woodburn, Grafton, Bare Point, Dorrigo and Coffs Harbour. The NSW Forestry Commission Coffs Harbour Project Map 1:250 000 is also useful.

Road maps: There are many petrol company maps available. Ones that show road surface conditions are generally the best kind to have. Recommended for this section of the bicycle route are Shell NSW map and Brisbane Environs map.

YOUR GUIDE



Northern NSW & SE Qld. Section

If, hopping on your bike to travel to another city along the east coast 'people' belt of Australia is ever your dream and desire then this guide is for you.

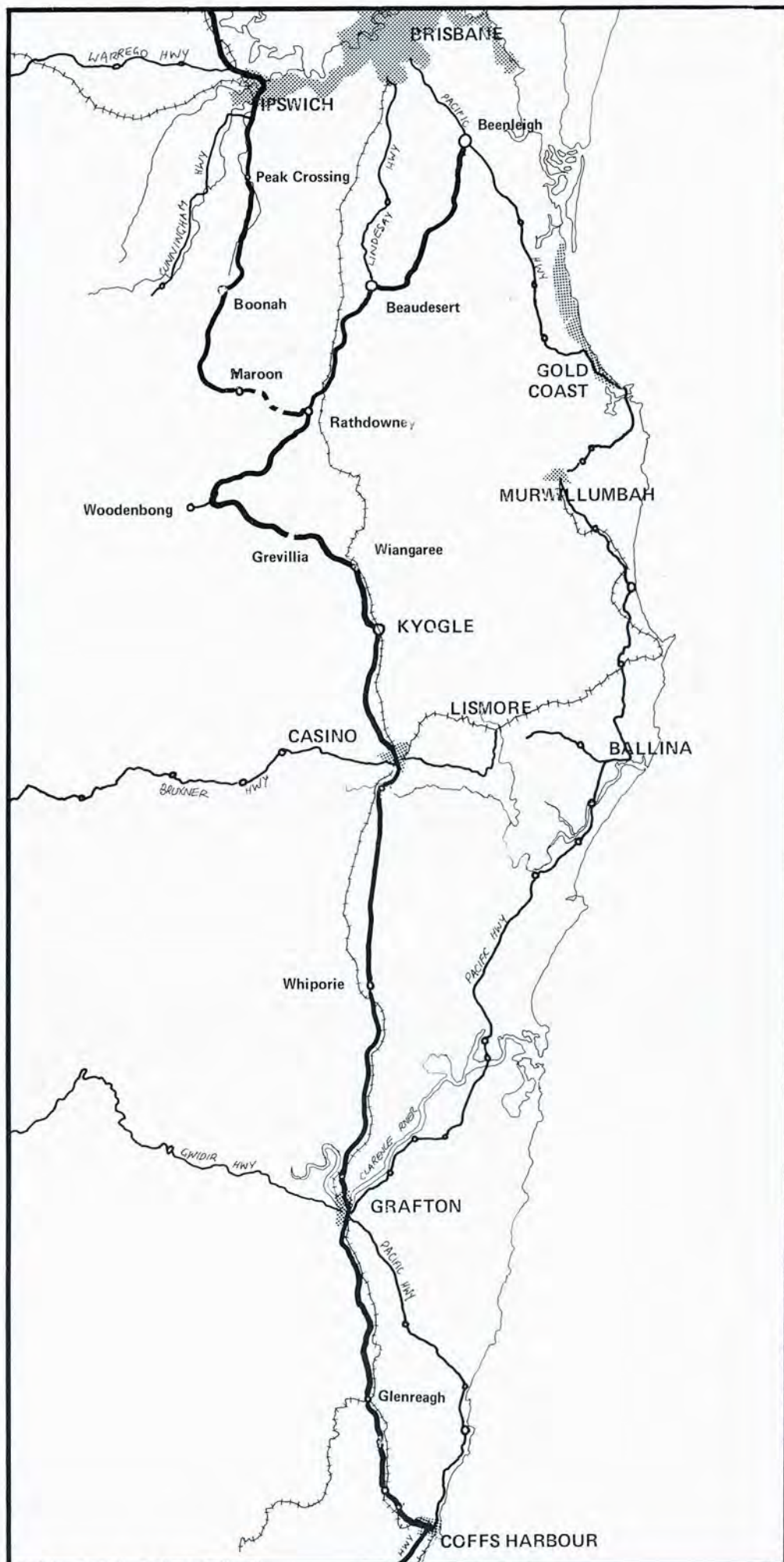
Imagine a road that bicycle riders could use with comparative safety, stretching from Melbourne north to Brisbane and beyond. Such a trail would need to be easily accessible to the major cities and towns traversing the coastal plain and adjoining tablelands countryside.

A look at a map of the Australian land mass will show where most of the European industrialised people have settled since colonisation in the late eighteenth century. Initially the economy was agricultural, and so it began and spread from the more fertile strip of coastal plain on the eastern side of the continent. In 1979 the largest concentrations of population were to be found in the coastal towns and cities. Australia has a strong urban culture, and the cities tend to exert a dominating influence over the economy of the country as a whole.

The East Coast Bicycle Route as it was proposed in 1979 extends from Melbourne to Brisbane passing close to Canberra and Sydney. A northern extension to Cairns is also proposed.

These ten pages are a guide to the section of the route which is readily accessible from Brisbane and Northern NSW towns.

This guide was written and photographed by Warren Salomon, who gratefully acknowledges help given by Michael Burlace in the collection of information.



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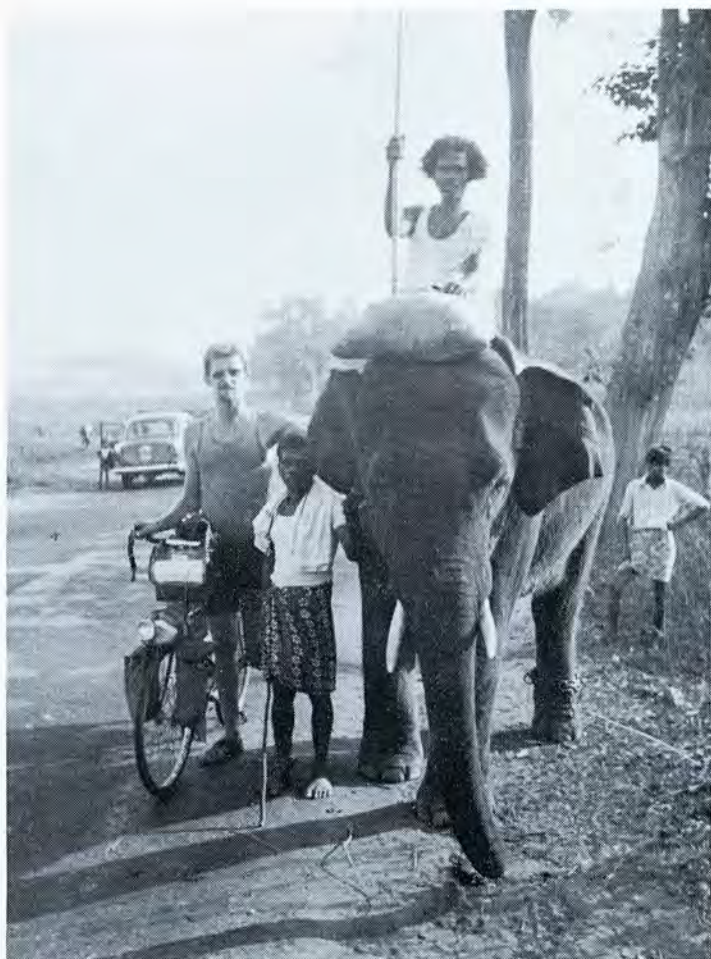
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We are out of stock of the *Geelong Bike Plan* offprint from *Freewheeling Two*. This offprint will not be reprinted, though we may be able to do another run of *Freewheeling Two*. Watch this space. Meanwhile, refunds are being sent to those who have sent money for the offprint.

Freewheeling

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Left: Noel McFarlane with road side friends. Right: A snake charmer in Anuradhapura a village of snake worshippers, "The snake is unresponsive as one other died last night".



Cycles in Sri Lanka

by Noel McFarlane and Dan O'Brien

For two months, beginning in mid-January we toured Sri Lanka or Ceylon. The purpose in preparing these notes is to inform simply those who may be interested in cycle touring here. Some basic information about how to get to Sri Lanka from Australia would have helped us so we are providing that also.

To the world this island has been called Ceylon for centuries. No-one knows why, as the word is not used locally. In fact it is the Democratic Republic of Sri Lanka. The population is about 14 million, 80 per cent of which is Sinhalese. Most of the remainder is Tamil — of recent or ancient origin in south India.

The island is a third the size of Victoria. It lies between six and ten degrees north of the Equator. The climate is that of an equatorial island — warm all year, day and night, with little wind other than onshore and offshore breezes. Although the lowest precipitation received is not less than Sydney's average, half of the island is dry for many months. This is because of very high evaporation and transpiration.

The south-west monsoon brings rain to that corner of the island in June and

July and the north-east monsoon from the Bay of Bengal brings rain to the north and east in November and December. It seems that no time of the year is especially uncomfortable for a bicycle traveller. Temperatures are moderated by the ocean and by the insulation offered by dense vegetation and regularly cloudy days and clear nights.

Health was a primary concern for us before coming here and we went to great lengths trying to ensure we would be healthy. Still, not until we were here were we assured and this is a good place to mention that one could expect to feel good all the time in Sri Lanka. Indeed I have often thought that the people living here are healthier than those Australians you see in queues in supermarkets, in bars and at barbecues. There is a lot of rabies, TB, malaria and polio by world standards, however, the general health of the majority of the people is good. A fit and healthy bicycle rider here is not looked upon as some nut or freak. We are often overtaken by cycles without gears and sporting big loads — two passengers, a bag of wheat and gallons of water, a mountain of grass or whatever.

This is no place to, and there is no

need to propagandise the life on the bicycle. We should say that the opportunity we have had here to mix sun, food, swimming, sleeping and food and water intakes has been as good as in any other place. And always such a pleasure. We have been under no stress — we have had literally nothing to worry about. The addition of regular comfortable exercise just riding through the country, along the beautiful beach roads, past the fields and villages, waving to people as we go, makes for happy days.

There is no room here to offer much detail about food. Generally it is plentiful, cheap and very good. Various fruits, coconuts, groundnuts, vegetable and fish cakes and curry can be had anywhere. There is no list of chemical additives to be afraid of. You are not paying for packaging. There is no waste. There have never been any qualms in our minds about the safety of the food. We often go into kitchens at curry houses to inspect the full range. Cleanliness and way of preparation leaves nothing to be desired. A rice and curry (usually 4 different curries) costs 20 to 25 cents.

Water is a more complex subject. High liquid intake is quite beneficial and it is



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Left: Bicycles are the main means of personal transport in Sri Lanka. Even huge loads such as this grass for stock feed is pushed up long mountain grades. Right: Hills, there are plenty. Dan O'Brien in 34/34 (low gear) climbing a tea planters 'bungalow'. Tea bushes in the background.



worth sorting out a system whereby you can drink a lot. Boiling is the safe way. A bike tourist is at an advantage over a back packer here as he/she can carry a kero pressure stove and a 4-5 litres of water. Tea and soft drinks are widely available and cheap but anyone who is confined to these complains about overdoses of caffeine or sugar. We borrow a kettle from wherever we are lodging and can quickly produce many litres of sterile water. Probably most of the tap water is safe but at some stage dysentery could be expected to arise from reliance on un-boiled water.

Accommodation

The bicycle tourist again has an easy life in Sri Lanka. If a village has no guest house it is only so many kilometres to the next place. If a town has four places the two of us are able to separate, check them out and afterwards select the most appealing one. We regularly stay in spacious, quiet and comfortable places. We are often looking out onto a palm-lined beach or a tropical port from a peaceful balcony. Normally the price of a double room is 20 or 25 rupees (\$1.15 - \$1.50). Sometimes there is only a government-run rest house in which we can stay and this comes at 60 rupees plus a service charge. The rest houses are extremely reliable.

Sleeping bags are of no use here and often a sheet is just that bit too warm. The nights are normally in the 20-25° range. You could say they are balmy nights.

Camping out in Sri Lanka is imprac-

tical. Where can it be done? The land is either built on, farmed or jungle. The jungles are fantastic to ride through but tend to be inhabited by wild elephants, leopards and a variety of reptiles.

It is quite possible to stay at some of the tea plantations. The *Accommodation Guide to Sri Lanka* from the tourist office at Galle Face in Colombo gives addresses. Tea is the main crop in the upcountry or hill country. Here the remnant of colonial splendour and exploitation can be experienced. The superintendents of these estates call themselves 'planters'. They speak English but are Sinhalese. They live, usually alone because their families are in Colombo, in magnificent bungalows with breath-taking vistas across mountains of tea fields. The wheel has turned and now the nationals are the exploiters. The labour is done by people originally from India but now stateless. The Tamil pluckers work for 60 cents a day and are taught to bow before those 'greater' than themselves.

These hills, incidentally, get up to 2 600 metres above the sea. The highest road we took was 2 000 metres. There are continuous downs of up to 80 km.

Roads

Except for the central area, the land in Sri Lanka is quite low and flat. Even in the mountains the grades are quite ridable if you have gears. We both have 15 speeds but have hardly used the small rings anywhere here.

In two months we have ridden 2 000 kilometres and all but say 20 of these

have been on tar. The tar is single lane and often bumpy. Unladen the bike is quite rough but when the panniers are on the roughness is evened out a lot.

Our experience with rough riding has increased greatly and we no longer suffer from tender crutch. The lesson has been partly in having the seat a little lower than normal and partly in a more mobile style of riding. With the spring in the legs it is possible to be constantly altering the amount of your body weight on the seat. After a few weeks we found the adjustments made for really pleasant riding. Both the seats are Brooks Professionals, one long and one short. Local seats are wide-backed and generously sprung. Frame angles are low. We have been interested in these laid-back styles and once tried on such a seat. They are widely available and very cheap. The Brooks style shines through even on the rough roads, we think. Riding shorts are a great advantage.

Other traffic on the road is mostly pedestrian, bicycle and bullock cart. There are unbelievably full buses hurtling about and some colourful lorries, but once away from a town there are almost no cars. This is a relief compared with Australia. The road is often a quiet place interrupted by sounds of bicycle bells, men exhorting their bull to go faster and people calling from fields. Also trees are often within a metre or so of the tar and one may ride in shaded greenery when the sun is out of the zenith.

Generally Sri Lankans are living a life without regimentation and correct ways. There is a lack of order from above.



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People live how they wish within their culture. For you on the road this may mean that a few cows are asleep on your path and you have to move. A woman may be using the roadway to dry her prematurely harvested rice. A line of people often extends right across the road as they are strolling along. Dogs sleep on the road. Indeed, in the south-east I ran over a dog. The roads are public property and are not yet in the hands of car drivers.

A word of warning: Even though an inexperienced rider could expect to have a marvellous time here, there is a place for cycling experience. Caution is a substitute. Both of us have come around corners to see cavernous pits in the road ahead. There are in effect, no traffic laws. Thank goodness most traffic is slow. Many of the cycles and old cars have no lights. One wonders sometimes if a wheel is about to come spinning off a vehicle and flatten a poor tourist riding past.

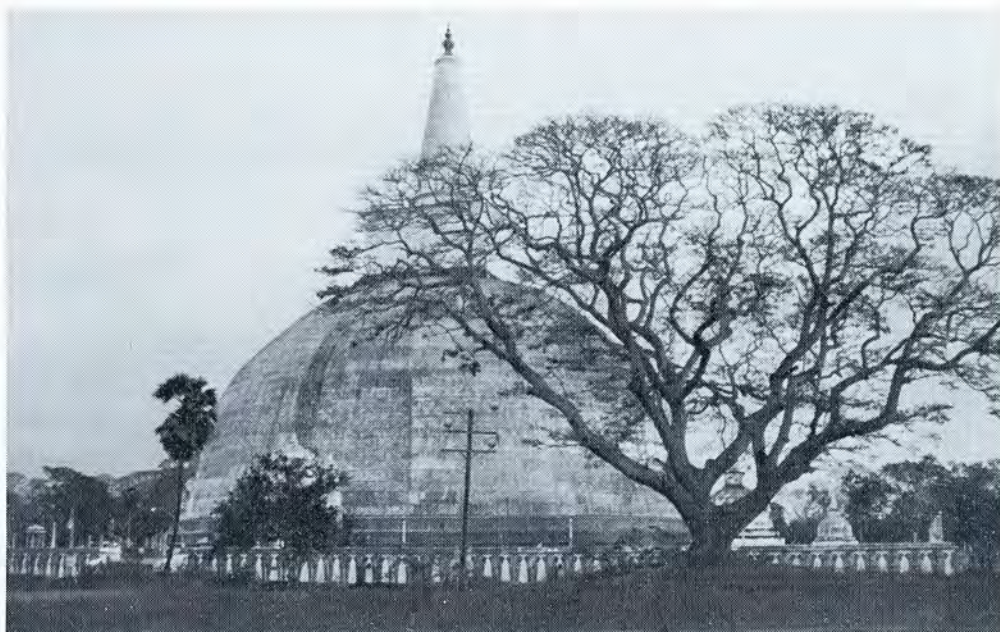
Security is a concern for a bike tourist not only because of his/her dependence on possessions but also because constantly feeling the threat of theft is uncomfortable. The thought of having to be constantly with our things was horrifying. The thought of leaving them in uncertain security was worse. As it has turned out we have been able to lock every room easily, often adding our own padlock.

We have been able to be away from our things for a day and not worry. The bicycles have been no encumbrance to us. We can use them around town and lock them with padlock and chain in public places. When packed up for the road, however, we always have an eye out. If we are in a tea house and our packed bikes are outside we simply ask the proprietor of the house to take some of the responsibility. He quickly scats the kids.

Our gears are an endless source of fascination and once the levers are discovered there is always someone who will fiddle with them. We have devised covers for our levers which have cut down on this a lot. Attention is now more on things such as the plastic mudguards, the hard seats and toeclips.

Australia is much more the land of great distances. Touring there, one often rides most days and covers large tracts of land. In Sri Lanka we have actually toured on fewer than half the days and have not normally ridden more than 100 km in one day. The average would be less than 80 km a day. We have spent five or six days in a number of places and used these as starting points for small rides in the mornings or evenings. The land is usually settled intensively and one is forever pulling up to examine some new wonder. It is marvellous to have such access to the countryside.

One surprising influence on our riding is the intensity of the sun. The sun seems



to pass right overhead. Even a skin which is no problem in an Australian summer is likely to give a few alarm signals here, particularly any part which is facing upwards. Tops of shoulders, backs of necks and inside backs of hands need to be really guarded. Perhaps the best guard is to regularly boost your protection and get a good few hours a day of sun. This does not come automatically when you may be spending some days not riding at all.

Walking offers a great chance to inspect things in more detail but it is nicer walking in the morning or evening. The bicycle, creating a breeze, is cooler than walking in the middle of the day. Some of the towns, particularly the ancient ones and the ones next to rich farmland, are surrounded by networks of interesting roads. Even just for regular protection from the sun we find ourselves getting out more than at first. A compass can be handy on these roads when roads are not on maps.

Wildlife, even in such a settled land, is to be seen at every glance. There are plenty of ants for instance. The insects are OK if you remember to take your chloroquine. There are many small wonders but also there are some impressive big ones. We have seen one iguana which was two metres. Ones half the size are quite common.

Elephants are still used by man a little. But in some sanctuaries there are wild elephants. In places they cross the road. It is funny riding along and seeing a huge elephant dropping on the road. Monkeys, about three kinds, are particularly common in the dry zone. Yesterday, riding to Mannar, we saw more than a hundred in three big groups. They are very social and astound us with mannerisms which we associate with intelligence. They are not surprised to see bicycles.

Deer and leopard live in the jungles but keep clear of humans. We do not see them while riding. In the eastern harbour town of Trincomalee there is an old Portuguese fort in which deer live.

Speaking of animals living in towns, in Mannar there are several donkeys. No-one feeds or owns them. At night they bray. In Mannar and other towns are cows. The bulls are used for work and the cows just walk about the street, eating paper, banana peels and other throw-aways.

Top: A Bhuddist shrine built about 2nd century BC. The one pictured is one of the largest in Sri Lanka. The Bo tree in the foreground is also sacred. Centre: One of the countless beaches inaccessible by road west of Matara. Bottom: The rest house at Elephant Pass. Built by the Dutch 300 years ago. Causeway in background.

There are not many snakes on the road but on three occasions we have met snake charmers. In the drab world these men would be in the square but here they are in the background. The cobra is the most superb and breathtaking thing when it is centimetres away. There are interesting smiles among the people watching.

Birds are always present, even in the houses, hotels and tea shops. Up on the rafters there are usually a few boxes for snarrows. Outside there are crows. The crows, cows and ants are the garbage collectors.

There is so much water and vegetation in Sri Lanka that a tremendous variety of species can live. There are sanctuaries for birds in the south-east and south-west. In a way the entire island is a sanctuary for wild life. People are not at all antagonistic towards nature. In the rice fields for the six weeks leading up to harvest there are shouters to keep the birds from eating the crop.

One need hardly say here how exquisite an experience it is to have birds near you while riding. Overhead may be a gliding hawk or eagle. In the bushes may be a red robin. On a rock one of the beautiful kingfishers with wings so blue as to appear iridescent. In the mudflats a plover and in the estuary such a host of fish, worm and insect eaters.

The zoo in Colombo is said to be the best in Asia. It is certainly unlike a prison and has a great variety, even kangaroos. Of special interest are the macaw and the Bengal tigers. Also one can see a mon-goose standing still. On the roadside they move so fast.

Travel

There is no direct passenger liner from Australia. For a small fortune you can take a cruise ship from Perth to Madagascar thence Mombassa, thence Colombo. There are no regular flights from Australia. The quickest route is to fly to Singapore, Kuala Lumpur or Bangkok and there buy another ticket to Colombo. The cheap connection with Penang and Singapore is by ship to Trincomalee. This regular service costs about \$100 one way, dormitory class. Forward booking is necessary.

Visa policy is not as generous as it once was. Only a month is given at first, two renewals of two weeks are reasonably easy to get. Perhaps the consular office in Sydney could provide a two-month visa.

Health

Travelling in Sri Lanka means that at some stage you will be riding through malarial areas. From information we have gathered, the malarial mosquito here is not of the chloroquine (the common anti-malarial drug) resistant type, therefore conventional drugs for this disease will be adequate.

Each year people here die from rabies. Several cases have been reported during our visit here, the number would probably not exceed a hundred cases a year, and there is an energetic anti-rabies campaign been carried out, but the risk is still real.

The general level of hygiene is very good. The risks of contracting dysentery, hepatitis or tummy troubles are generally fairly low. You may have to get used to eating surrounded by flies, try to keep them off your food. If you have large feet, bring your own footwear, sizes above ten are impossible to procure. We are using three types of footwear, riding shoes, sneakers and thongs. The roads are the dumping area for many articles of waste, animal, human and food scraps, there are risks involved in walking around in bare feet.

Clothing

Bring as little as possible, but for bicycle riders some will come in very handy. I have already mentioned footwear. Riding shorts are very comfortable in this climate, shorts made of wool are superior in heat handling ability to synthetic ones. A mosquito net is very valuable, particularly when sleeping out of doors. We advise you to get one in Australia before leaving, they are sometimes difficult to get here.

Communication

You need not worry if you cannot speak Sinhalese or Tamil, the two main languages, a large proportion of the population can speak English with some proficiency. You will have to make an effort to make yourself understood at times, but if you are patient and imaginative and speak clearly you will have no trouble communicating with the local people. You will find it helpful to learn local names for things that you may want often, for example there are three recognised categories of tea. Knowing the names of some of your favourite fruits is an advantage.

Reception - Behaviour

The reception is always warm and friendly, you will be amazed. The people are very open about their feelings, they are naturally inclined to smile rather than frown. Having short hair for men is an advantage. There is a heightened awareness here of 'hippies'. The government prefers respectable-looking travellers. Short hair will guarantee you the right image to project, besides short hair is the most comfortable and easiest to look after in this climate. You will be besieged with inquiries about your country and your travel plans. Often the questions are all the same.

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BOOKS

Reviewed by Wilf Hilder

IT'S ALL UPHILL is a delightful book written by Keith Dunstan with superb cartoons by Jeff Hook. The book is about their ride in the 1977 USA Bikecentennial. They were sent by their employer, the Melbourne *Sun-News Pictorial* and the book is the result of the ride from Reedsport, Oregon, on the Pacific Coast east to Camp Chickahominy on the Atlantic Coast. The chapters were originally run in the *Sun* as a series.

In Keith and Jeff's plane were 16 other Australians heading for Bikecentennial. Keith and Jeff opted for the bike inn group which stayed in arranged accommodation. The 15 members with a leader and deputy leader covered 60-120 km a day. Strangely, safety helmets were not compulsory, but reflective triangles worn on the back were.

Their epic trip makes mouth-watering reading and the mountain passes have a special appeal - McKenzie Pass (snowed

under), Santino Pass, Chief Joseph Pass and the highest point of the trip, Hoosier Pass, at 3 520 m. They rode 6 834 km and to relieve the "boredom" they were inspired by numerous signposts such as the one in mountainous Colorado which read "Get your ass up the pass". In Hell's Canyon on a wicked grade they were amazed to hear a woman in a campervan spout through a public address system, "Come, come on, come on, pedal up, you guys," as she drove past.

Among the believe it or not statistics reported was one bicycle stolen - well borrowed - by a bear and an eskimo roll. Not the edible variety, it's a canoeing term for a somersault. This was a somersault with a moving bicycle performed by Doug Sipple in Baker, Oregon. He did it deliberately after putting his hand on the road. Well ridden sir.

Another statistic from the ride was that the trip managed to run through 92

of Kentucky's "dry" counties - no liquor on tap. Perhaps it would be appropriate to quote George Cobb's immortal statement on moonshine whiskey: "It smells like gangrene starting in a mildewed silo; it tastes like the wrath to come and when you absorb a deep swig of it, you have all the sensation of having swallowed a lighted kerosene lamp."

Having survived the elements at their worst and back roads by the bucketful, Keith Dunstan rode into Camp Chickahominy to enjoy the victory cake prepared by Dan Burden, originator of Bikecentennial, and to enjoy his warm welcome after 82 days on the trail. Jeff Hook had retired at Denver, Colorado and so had joined the 10-15 per cent who retired from Bikecentennial in 1977, a remarkably low drop-out figure for such a big ride. I can't help thinking that in eight years we will be having our Bicentennial. Anyone for a ride around Australia?



"Stand aside, sarn—left me put 'er out of 'er misery!"

FORBIDDEN FRUITS

Along the Narrow Neck firetrail.



There are many places in Australia which are forbidden country. This is the report of an illegal ride, into one such area. The area, which is out of bounds to people, comes under the control of the Metropolitan Water, Sewerage and Drainage Board and is part of the catchment for the Sydney water supply. *Freewheeling* does not support outlaw rides, nor does it encourage the hauling of bicycles up or down rock cliffs because of the potential for environmental damage. However, this article by JIM SMITH appears because we feel that there is a case for opening up some of the board's land to gentle, non-destructive recreational use. If you feel strongly about the closure of this area, write to the Secretary, MWS&DB, Box A53, Sydney South 2001.

My hobby is taking bicycles into places they were never meant to go. I had often fantasised about riding along Scotts main range road which runs for 40 km through one of the most isolated parts of the Blue Mountains wilderness.

The most obvious points of access to this road were cut by the rising waters of Lake Burragorang which backed up from Warragamba dam to form Sydney's water supply. To add to the difficulty virtually all remaining access to it is via the "forbidden zone". Human beings are not supposed to get closer than three kilometres from their stored drinking water. To get to the start of Scotts main range I would have to ford the Cox and Kowmung Rivers and climb the extremely steep Mt Cookem with my bicycle on my back.

It may seem somewhat perverted to carry your bicycle instead of having it carry you. But, over the years of exploring the back country of the Blue Mountains and Great Dividing Range by bicycle this expedient has often been necessary. Roads, fire trails, bridle paths, stock routes or old railway lines which seem to connect on the map can end suddenly, in sheep paddocks, on cliff edges or in the middle of forests. In these cases your bike and equipment need to be portable enough to push/pull/carry round the obstacle.

I decided to start via the Narrowneck road from Katoomba. The only trouble with this road is that it comes to an abrupt halt at a cliff edge before it reaches the Cox River. In theory it would be possible to lower the bikes over the cliff using ropes.

A set of spikes in the cliff faces allows bushwalkers to get down. From the base of the cliff a walking track connects with the road to the river. The bikes would have to be hauled or carried along this track somehow.

So the route was to be from Katoomba along the Narrowneck plateau, rope and carry the bikes over the end to join the nearest fire trail. Down the face of the White Dog ridge to the Cox River. Ford the Cox and Kowmung. Climb the dreaded Mt Cookem. Along Scotts main range to the "ghost town" of Yerranderie. Then head toward the lake to get out either by heading south to the Wombeyan Caves Road, or, if the coast was clear (of Water Board rangers) via the lakeside road to Picton. In all about 130 km of wilderness riding for which we allowed three days. My companion was Col Bower, an orchid fanatic who hoped to photograph some rare species on the ride.

The bicycles were unpretentious. Both have only three gears. I consider the hub gearing system less vulnerable to the accidents which occur in this very testing country. Mine was a Speedwell fitted

with a 22-tooth rear sprocket for extra hill climbing power. Col's bike was a very heavy, practically indestructible Raleigh touring bike. I carried my gear in saddle bags home-made from a pair of army knapsacks. Eleven carefully adjusted pieces of string are necessary to prevent them being tangled in the wheels. Col simply strapped his rucksack to the rear carrier.

We set out from my home in Wentworth Falls, rode to Katoomba and out along the Narrowneck fire trail. It wasn't long before we had to dismount and push up the first long hill. It doesn't matter how many gears you have, it is impossible to ride up these rocky potholed hills. On the whole, though, the riding was good and we soon caught our first glimpse of the lake. Little do Sydney people realise what goes into their water supply. Blue Mountains gutter water and sewage effluent make many of the streams leading into the lake undrinkable. But, with some time for natural breakdown of pollutants plus a dose of chlorine it's considered fit for Sydney people to drink. Scenery along this road is as good as the mountains have to offer, with views of the Magalong, Kanimbla, Jamieson and Burragorang valleys.

We came to the end of the road and had few difficulties in shouldering the bikes through a series of clefts and over small drops down to the cliff edge. The ropes were unloaded and the bikes lowered over the 20 m cliff. Soon the bushwalking trail below smoothed out to a rideable bicycle path winding between the trees. A couple of steep descents took us to the Cox River.

The first mechanical problems occurred on these sections. One of Col's octopus straps was dangling and caught round the rear axle, popping his sprocket off. This is easy to fix. But his broken luggage rack required a longer stop to organise a string support for it. This was Col's first big tour and he was having some problems balancing on the steep sections which were often littered with very loose sand and rocks. I broke a spoke. Spoke accidents are common out here, and I carried spares for all four wheels.

We passed beautiful gullies full of fine old blue gums. We were alone now as we had entered the restricted zone. We had to be prepared to duck into the bushes and hide if we heard the rangers' four-wheel-drive vehicle coming. A few false alarms which turned out to be planes gave us practice.

I was the first to cross the Cox. Being reluctant to untie the 11 pieces of string which held my bags on, I tried to bring the fully laden bike across the



A swift flowing crossing made things difficult. Above: I slipped and became stuck on my first river crossing. Below: Col fording the Cox River.





Bicycle paths can be found in the most unlikely places — the walking track at the base of Narrow Neck.

rapids. But, the force of the current caused a slip which brought me to my knees and submerged one of the saddlebags. Col had to help me out (after taking a photograph). After that he made two trips, bringing his gear across separately. He also crossed a little further upstream. Here, the water was deeper, the current slower. We stuck to this technique on the other river crossings. Then we followed the bank of the Cox to the Kowmung, disturbing wild cattle on the way. The Kowmung was swifter than the Cox but not as wide. We made camp at the junction of the rivers. We even had enough energy to discuss a few controversial topics before sleeping under the stars.

At dawn I got in an hour's fishing using my collapsible rod and a spinner and caught a rainbow trout. It was a beautiful morning as we trundled our bikes along the river bank to the start of the Mt Cookem bushwalking track. It was to take half a day to go the kilometre up that mountain. It took six hours to get the bikes up what is a one-hour bushwalk. We carried most of the gear on our backs as the bikes had often to be lifted over obstacles. Over the last section it began to rain. Tired, cold, wet and bored we arrived at Scotts main range at last and had a late lunch in the rain.

For five kilometres, we rolled down the dirt road towards Yerranderie. By the time we hit the first hills the road had become practically unridable. A Water Board grader had been over it and thrown loose dirt from the edges onto the road surface. I have sometimes had to turn back from day rides where a road had been newly "graded" in this way. It seems useless as it washes back with the next rain anyway. We lost many hours walking up even slight grades which were unridable because of the many centimetres of sandy soil on the road. As this road is only used very occasionally by Water Board staff we saw dozens of mobs of kangaroos feeding by the roadside. We had planned to camp at Yerranderie that night, but several hours after dark collapsed exhausted by the roadside many kilometres short of this target.

In the morning we headed up towards Byrne's Gap. The scenery was fantastic. Not a sign of human activity, just miles of silent cliffs shining in the sun, forest-covered hills and kangaroos bounding away from the road at every turn. We saw one pair of roos copulate on the road. Yerranderie was reached round lunch-time. This is an old silver mining town which once had a population of 2 000. The mines closed down in the 30s and it became a ghost town. Today one of the buildings has been restored and there is a resident caretaker. Col and I became

tourists for an hour and walked round the old buildings and mines.

Heading eastward toward the lake, we passed the most beautiful country seen on the ride. From a hilltop we saw the old grazing country of the abandoned farms of the Burragorang Valley filled with hundreds of kangaroos feeding quietly. We forded the Wollondilly, a wide but shallow river at this point, and decided to take the shorter route to Picton rather than go to Mittagong. There is a road right beside the lake which the public is not supposed to use. But it would be the best 16 km of riding I know, with a hard level surface and wonderful scenery. The lake was full of waterbirds, ducks, pelicans and swans. We passed by just on dusk. I had a scare when, while fixing a flat tyre, a Water Board 4WD vehicle came along. Col was ahead and managed to get into the bushes in time but I had nowhere to hide. It turned out not to be a ranger. He was somewhat amazed to hear that we had come from Katoomba.

Leaving the lakeside we faced an enormous push uphill in the dark for several kilometres with the delightful accompaniment of coal trucks passing every two minutes. We had reached civilization once more. We flaked out at the top of the hill and slept just off the road.

In the morning it was a really good downhill run to Picton station. I had been having puncture problems and eventually the back tyre stretched so that it wouldn't fit on the rim. A somewhat bizarre accident I'd not had before. I ended up riding the last stretch into Picton on the rim, making a horrendous noise and destroying the wheel in the process.

On the train, Col and I tried to decide whether it had been an advantage to have bicycles on the trip. We decided we had saved about a day on the time it would have taken to walk the distance, and only used about three times the energy it would have taken to walk. The general feeling was that it would have been more sensible to do the trip in reverse. That is, to start at Picton and go down Mt Cookem. I had seen country I'd wondered about for years and, in between the various tortures, Col had found some interesting orchids. It's the sort of trip you only do once in a lifetime.

I believe that the Water Board should adopt a less restrictive policy and allow cyclists to use the many beautiful and challenging roads in the "forbidden zone". The trip from Picton to Mittagong via the lakeside road could become a classic.



Watch out for that first step. Above: Col lowers his bike over the cliff edge at the end of Narrow Neck. Below: Pushing up Mt Cookem with saddle bags over the shoulder.





By Penny-farthing to Sydney

As told to Ken Fitzgibbon

In 1885, the year the late W.H. Bartrop opened his bicycle shop in a room of his house in Cambridge Street, Singleton, NSW, he undertook to ride one of the penny-farthings of the day to Sydney. The chance of coming a cropper did not deter the riders of the weird machines of that day from travelling over what would seem to us to be a "horror stretch". Remember too, that the machines had solid rubber tyres. An exhibition ride maybe, but would you dare the trip to Sydney by this route; Singleton, Broke, Payne's Crossing, Wollombi, Laguna, MacDonald, Wiseman's Ferry, Windsor, Parramatta?

Having heard a great deal about the scenery between Sydney and Singleton, and having seen part of it the previous Christmas, he wanted to see the remainder and so on April 2nd 1885, decided to start next morning. As it was a beautiful moonlit night, he thought he would start early and accordingly after eating a hearty breakfast, mounted and rode off along John Street. At the Gowrie Street corner he ran into a big sand hole which ran across the road but the cycle obliquely stood up while he got off gently on the near side to save falling off. Mounted again, he went through the railway gate to the Glenridding Road (which was heavy and dusty from the dry weather) as far as Fawcett's where it began to rise and then it was uphill and downhill for about five kilometres, not a bad road in very dry weather but just then heavy and dusty on to the turn-off to Broke where it headed left into level country.

The road looked very fair and smooth in the moonlight but he soon found it was deceitful. He went into a sand hole and down came the bike on its side but the rider landed on his feet. He later made the village of Broke (25 km) just by daylight and passed through; only a stray dog or two saluted him. From there the scenery began and continued to Wiseman's Ferry. The road was not good, but in places one could have a quiet run. But these areas were few unless one rode the watercourses with which the road was infested all the way to Wollombi. In about two hours or so he began to feel hungry and luckily came across a man camped by the side of the road who gave him a cup of tea.

After setting out again he came to grief, for in trying to avoid a sand hole the bike caught in a tuft of grass and he came down in a novel way on the soft part of his body and pulled the bicycle

on top of him. He again proceeded on his way, walking and riding when the opportunity offered and enjoying the scenery and reached Cockfighter Creek as the children were going to school. He had a drink from a Mrs Payne, who lived near the roadside.

After a short time he reached the pretty village of Wollombi at about 11 o'clock and sent a telegram to a Mr Timewell in Sydney. At Wollombi he received an invitation from a young lady to dine at her parents' home. The hosts were Mr and Mrs Harris. He later set out for Laguna. For the information of strangers he recommended Renny's Hotel for hospitality. The road to Laguna was not too bad. As he passed through the village the children were leaving the school and rushed down to see the strange object — the cycle. The children followed him along the road so he dismounted and gave them rides in turn.

After riding up a long hill, it turned downhill at last towards MacDonald Flat. Here he caught sight of Mr Fernance's home. Mr Bartrop wheeled his bike up to the door and asked for accommodation. After a good tea he went to bed having covered 77 km.

Having slept soundly, he made a start before 6 am. There was a fog or mist hanging over the mountains. The road ran along flat country before taking to the mountains again. Soon he arrived at the turn-off to St Albans. At first he was undecided which road to take. He chose the St Albans road which was six kilometres longer than the mountain road.

After travelling some three kilometres on blue sand like that of Botany Bay, the road became hard and hilly again. He reached Dean's wine shop in a valley about 16 km from MacDonald Flat. After breakfast here he had a good run for about three kilometres but soon had to walk again because of the sand. After a wearisome tramp with occasional short spans of cycling, he arrived at St Albans, the road being of interest with houses here and there. He reported a novelty along the road. He saw a man moving house, and until this time the man had been living beneath a large rock with his wife and seven children. They had their furniture installed too.

When he later reached St Albans he pulled up at Jurd's Hotel and ordered his meal. After a rest Mr Bartrop proceeded on his way across the MacDonald River which was only a few centimetres deep. They were putting a fine bridge up across the river. He was soon surrounded by

people who examined the bike with manifest interest and wanted him to show them how he mounted. He lost about half an hour doing so and left with some of the men following him for quite a distance on horseback. Here, he said, the scenery was splendid with orange groves and trees on the side of the road.

Darkness settled down on him as he reached the first ferry across the MacDonald River but he crossed safely and soon reached the notorious Shepherd's Hill which was a teaser indeed. After a struggle he reached the top and the road down to the punt was wide and good. This called for a sharp walk down the hill and he reached the ferry, rang the bell and after a little delay got across. He was soon safely housed at Preston's where he had supper and a bed for the night. The day's total of kilometres travelled was 55.

He rose at 5 am next day. The road from the ferry was sandy and bad. The Windsor Road he found dreary after leaving the ferry. The scenery was miserable all the way to Dural. Eventually Parramatta was reached and passed through slowly because the street was bumpy. At Granville he pulled up at a shop for a drink and got oil for his bicycle lamp. W.H. was determined to see Sydney that night. While at the shop a Mr G.M. Moore came along and introduced him to a Mr McDonald of Balmain Bicycle Club. Mr Moore kindly offered to see him through to Sydney, or rather MacDonalddown, where he intended staying. Mr McDonald went to Parramatta and Mr Moore and W.H. rode away towards Sydney through Homebush. He stayed at MacDonalddown for the night.

The following day, Sunday, he went with Mr Moore to the Botanic Gardens. On Easter Monday he was introduced to a Mr Copland of Sydney-to-Melbourne fame and a pleasant morning was had indeed. After lunch Mr Copland mounted his Sandringham and Mr Moore and Mr Bartrop on their bikes rode round Botany and Randwick. He was also introduced to Mr Timewell who had ridden a bicycle from Sydney to Rockhampton. After spending the day looking round Sydney he proceeded home by steamer. "I may mention here a little matter," he said, "it would be well if the union would exert itself to get a reasonable tariff for bicycles. It cost me 2/6d per steamer and 2/3d by train 50 miles and I travelled with it."

Anybody's Bike Book was written by Tom Cuthbertson in 1971 and has been through four editions and some 650 000 copies in that time. Tom and his illustrator Rick Morrall have combined their talents to produce the brightest, breeziest bicycle maintenance book I've seen. This classic maintenance book starts at square one for anyone who doesn't know a "third hand" from a tyre lever. The text fairly bristles with information and useful hints under the headings Description, Diagnosis and Problems. Derailleurs are only covered generally, rather than make by make – more illustrations on different derailleurs would help the novice mechanic. A great book though, thoroughly recommended for all bicyclists and essential reading for any weekend bicycle mechanics.

Anybody's Bike Book, by Tom Cuthbertson, published by Ten Speed Press, California, – 180 pages illustrated, 1978 edition around \$6 at all good bicycle shops.

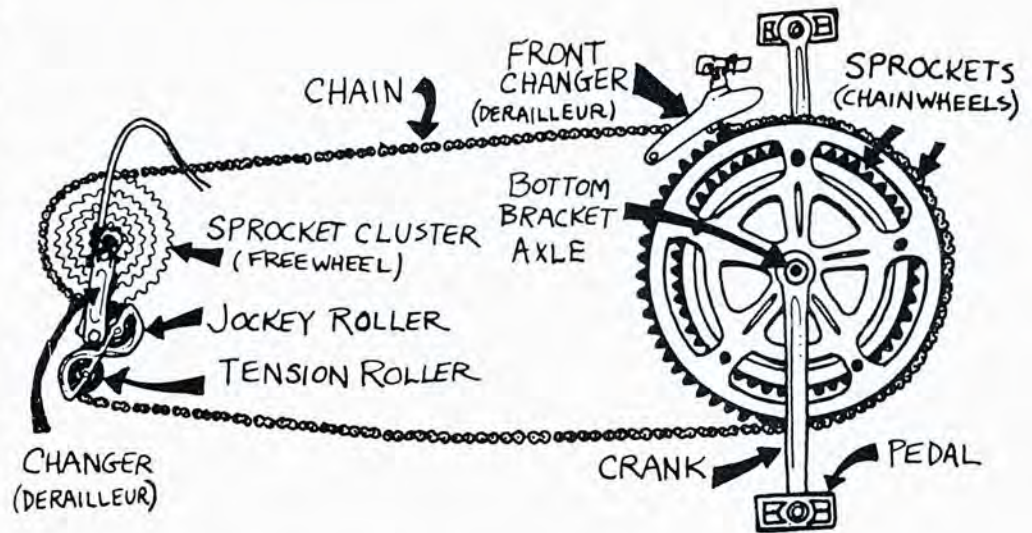


illustration 32/ 10 SPEED POWER TRAIN

Richard's Bicycle Book is a later book written by Richard Ballantine in 1975 and has been through five editions, with a major revision for the 1979 edition. Richard's is really two books – Book One is about selecting a bike from the various bikes available, riding it and so

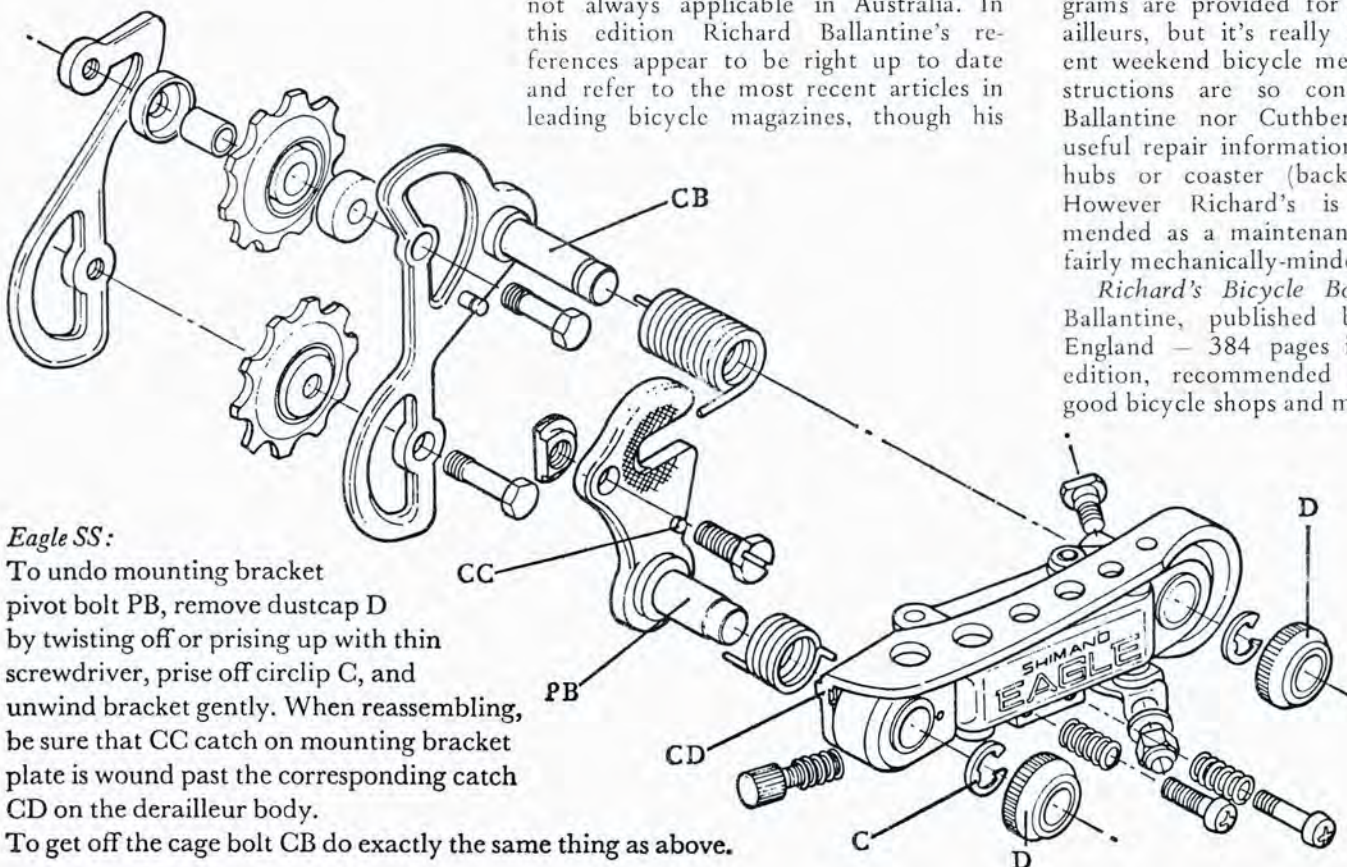
on. Book Two is devoted to bicycle maintenance. I get the impression it was written in answer to *Anybody's Bike Book*.

Much of Book One does not apply to Australian bicycles, but it is interesting and informative. The chapters on Fitting and Gears; Riding and Touring are well written and researched but again not always applicable in Australia. In this edition Richard Ballantine's references appear to be right up to date and refer to the most recent articles in leading bicycle magazines, though his

Australian notes could be updated.

Book Two is devoted to maintenance – with superb line drawings and a trouble shooting section at the end of each chapter. Mechanical knowledge is essential as Richard's descriptions are brief and lack the magic of Cuthbertson's charisma in *Anybody's Bike Book*. The derailleur section is good and diagrams are provided for six popular derailleurs, but it's really for the competent weekend bicycle mechanic as the instructions are so condensed. Neither Ballantine nor Cuthbertson gives any useful repair information on three-speed hubs or coaster (back pedal) brakes. However Richard's is highly recommended as a maintenance book for the fairly mechanically-minded bicyclist.

Richard's Bicycle Book by Richard Ballantine, published by Pan Books, England – 384 pages illustrated, 1979 edition, recommended price \$5.95 at good bicycle shops and major booksellers.



Eagle SS:

To undo mounting bracket pivot bolt PB, remove dustcap D by twisting off or prising up with thin screwdriver, prise off circlip C, and unwind bracket gently. When reassembling, be sure that CC catch on mounting bracket plate is wound past the corresponding catch CD on the derailleur body.

To get off the cage bolt CB do exactly the same thing as above.



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AUTHORS AND CONTRIBUTIONS: Well-researched articles (preferably accompanied by photos or graphics) are welcomed. The text should be typed double-spaced and photographs should be accompanied by captions. Black and white pictures or negatives are preferred. Touring articles should also come with a clear map of the route described. All contributions will be returned after publication.

Letters for the readers' column, *Write on* are also welcomed, typed if possible.

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"Heading up north on the east coast bike route, ten days on the road so far . . . tomorrow we'll be in south-east Queensland, Brisbane the day after . . . maybe . . . Mt Lindesay is up ahead of us snagging the cloud . . . the weather is clearing and the sun is getting warmer, though we'll be needing warm clothes tonight still . . . We're carrying a lot of gear but every bit of it gets used . . . those panniers are great!"

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